

**FEDERAL BUREAU OF INVESTIGATION  
FREEDOM OF INFORMATION/PRIVACY ACTS SECTION**

**COVER SHEET**

**SUBJECT: TWA FLIGHT 800**

**MEDAL EDGE ANALYSIS**



265A-NY-259028

# TWA Flight 800

## Brookhaven National Laboratory Examinations

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SA [REDACTED]  
SA [REDACTED]

December 1, 1997

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FEDERAL BUREAU OF INVESTIGATION

TWA Flight 800, Case 265A-NY-259028

Naval Weapons Industrial Reserve Plant

Calverton, New York

TWA Flight 800 Brookhaven National Laboratory Examinations

Date of Report: December 1, 1997

EXECUTIVE SUMMARY

Brookhaven National Laboratory was asked by the FBI to assist in the Trans World Airlines (TWA) Flight 800 investigation by providing scientific support. Its scientists graciously donated both expert advice and laboratory examinations of several evidence items.

Selected debris items and impact sites on the wreckage of TWA 800 that exhibited possible high energy characteristics were submitted to Brookhaven scientists for microscopic examination and chemical identification. No damage, characteristics, or material compositions were found to indicate the presence of non-TWA Flight 800 or weapons related material.

PROJECT CONTRIBUTORS

FBI:

SA [REDACTED] Squad I-49; research and report co-author.

SA [REDACTED] Squad I-48; research and report co-author.

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Upton, NY 11973

Brookhaven National Laboratory, Department of Applied Science, Materials Science Division:

[REDACTED] office tel. (516) 344-[REDACTED]

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Brookhaven National Laboratory, National Synchrotron Light Source (NSLS):

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Brookhaven National Laboratory  
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BACKGROUND

It became apparent by the end of November 1996, about four months into the FBI's criminal investigation, that no aircraft debris recovered to that time had clear indicia of a high explosive event, although evidence recovery (i.e. ocean trawling for aircraft debris) and subsequent examination by bomb technicians for such indicia was continuing. In the face of no "classic" explosive artifacts,<sup>1</sup> little forensic documentation or guidance on large-body aircraft missile engagements, and no supportable mechanical or operational explanation for the crash of Trans World Airlines (TWA) Flight 800, FBI management decided that "...any investigative or scientific avenue that was reasonable and which could assist in providing a factual cause of the incident should and would be pursued."<sup>2</sup>

To supplement the already extensive scientific effort the FBI Laboratory was applying

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<sup>1</sup>Bomb technicians and FBI Laboratory scientists often cited, based on their experiences, the associated presence of variable-depth surface pitting, melting, penetrations, spalling, and hot gas impingement as examples of classic explosive artifacts.

<sup>2</sup>FBI New York Electronic Communication by SSRA [REDACTED] January 7, 1997, case file 265A-NY-259028 serial 1186.

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to the investigation, provide scientific peer review and a fresh perspective, and to have access to a nearby federal government facility with materials science experts capable of performing advanced imaging examinations in short turnaround, Brookhaven National Laboratory (BNL) was approached for assistance, resulting in a favorable response.<sup>3</sup> The NTSB and FBI Laboratory concurred with FBI New York Office's proposed utilization of BNL and participated in several meetings with BNL scientific staff during January and February 1997 held at both the Director's Office, BNL, and Hangar Six, Naval Weapons Industrial Reserve Plant, Calverton, New York (Calverton facility). During these meetings, participating BNL scientists were briefed on the investigation, introduced to FBI and NTSB investigators, and advised investigators on the scientific capabilities of their labs, offering gratis support that resulted in the efforts reported herein.<sup>4</sup>

At Calverton, the scientists were briefed on, among other topics, the evidence recovery, debris identification and placement, reconstruction projects, scientific observations, and NTSB's crash sequence theory. They were escorted through the TWA 800 debris and reconstruction projects.

Three projects ultimately resulted from this collaboration: metallurgical peer review of the wing center section failure assessment, chemical analysis of an unknown "splattered" material, and examinations of selected evidence items for indicia of high energy penetration. The scientists' project reports are at Attachments (1), (2), (3), and (4).

The cursory metallurgical peer review was conducted by [REDACTED] Department of Advanced Technology, BNL. His task was to provide an unbiased review of metallurgical findings. No analysis or microscopic examinations were conducted. [REDACTED] memorandum, Attachment (1), is self-explanatory and will not be addressed further. b7C

The unknown "splatter" material was found at various locations on the top of the wing center section. This location was significant because of the early role the wing center section had in NTSB's sequence theory.<sup>5</sup> Several specimens were taken for analysis by NTSB and

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<sup>3</sup>December 1996 meeting between Senior Supervisory Resident Agent [REDACTED] FBI; Special Agent [REDACTED] FBI; and [REDACTED] Planning and Policy, Brookhaven National Laboratory. b7C

<sup>4</sup>As a preface to discussions about the investigation, BNL personnel were informed of the sensitivity of the case regarding possible criminal prosecution and civil litigation. They agreed to restrict discussion and dissemination of related subject matter to those involved in the investigation. None of the non-government NTSB party members (e.g. Boeing, TWA) were involved in the BNL activities.

<sup>5</sup>NTSB's sequence theory points to the ignition of the fuel-air mixture in the center wing tank, part of the wing center section, as the event that led to the catastrophic airframe failure. The ignition source is as of the date of this report unknown. See NTSB Metallurgy/Structures Sequencing Report 97-38. As of the date of this report, NTSB was still studying the relationship and implication the splatter material had to the overall mishap

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the FBI, one of which was submitted to [REDACTED] National Synchrotron Light Source, BNL. Once a preliminary chemical identification was done, several control specimens from known aircraft structure were submitted for comparison. [REDACTED] report, Attachment (2), comprehensively documents his analysis and will not be addressed further.

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[REDACTED] conducted materials science examinations, primarily looking for high energy penetrations.<sup>6</sup> The interest in high energy penetrations stemmed from the development of several hypotheses of criminally initiated events that might have accounted for the lack of a classic explosive signature. Among these hypotheses were the possibilities that a missile warhead detonated at some distance external to the TWA 800 airframe, resulting in only a few warhead fragment penetrations of the aircraft, or that an explosive device detonated in or on the aircraft but the explosive signature was, for some reason, masked or attenuated. If either of those scenarios were true, then the evidence of an explosive fragment penetration--amongst the myriad penetration sites throughout the airframe--might be discovered under microscopic examination.

[REDACTED] first examination was on a non-TWA 800 penetration site that Boeing made by firing a steel projectile through an aluminum alloy plate. [REDACTED] examination revealed a presence of steel, apparently transferred to the aluminum plate by the steel projectile, anecdotally supporting the possibility of discovering microscopic material from a penetrator in a penetration site. Her report, Examination of the Boeing Test Sample: The Fracture Surface of Al 2024 Alloy Following Penetration by Steel Projectile @ 3000 ft s<sup>-1</sup> is at Attachment (3).

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Subsequently, two evidence items associated with the TWA 800 debris were submitted to [REDACTED] for examination because of their damage features. FBI evidence item 1B-377 was a penetration site in the vicinity of the L3 door. It appeared to have been made by a penetration directed into the fuselage. As well, the surrounding fuselage skin had various degrees of scraping, dimpling, and fracturing. The area was examined by FBI bomb technicians, yielded no identification of an explosive signature, so the site was cut from the fuselage and submitted to [REDACTED] whose report is at Attachment (4).

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The other item of intriguing appearance was 1B-423. This piece was recovered during trawling. There was no way to confirm that it came from the TWA 800 aircraft, but bomb technicians pulled the item aside because of its spike-feature fractures. To discover the item's composition and to search for possible transferred material, it was subjected to microscopic examination by [REDACTED]

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sequence.

<sup>6</sup>High energy in this context denotes a penetrant of such mass and/or velocity sufficient to leave certain characteristics in the penetration site, such as those identified in [REDACTED] Boeing Test Sample report at Attachment (3).

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Two other items, 1B-410 and -28, were submitted for identification because of their dissimilarity in appearance with TWA 800 debris, not for any particular damage features. This examination was an attempt to discover any probative characteristics in the material and was performed by BNL because of their close proximity to Calverton and fast turnaround.

## METHOD

All items were tracked and documented as evidence. Unknown evidence items submitted for examination remained in the custody of SA [REDACTED] throughout. Items of known identity or samples extracted from an item were released into the custody of Brookhaven personnel only when necessary. The following four items were examined by [REDACTED] Materials Science, BNL:<sup>7</sup>

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### 1B-28

This item, one of 20 similar pieces removed during autopsy of Suffolk County Medical Examiner's case [REDACTED] was approximately 5mm in diameter and charcoal colored. The item was polished and then subjected to an energy dispersive spectrometer (EDS) analysis to determine its chemical composition.

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### 1B-377

The item was a 5 x 5 cm square piece with a penetration at its center, cut from the fuselage aft of the L3 door. EDS analyses were performed on both of its fracture surfaces, the external coated areas, and indentations. The item was also analyzed using a synchrotron x-ray fluorescence microprobe.

### 1B-410

The item was a sliver of grey uncoated material that was submitted to BNL for an EDS analysis. No further tests were required.

### 1B-423

Item 1B-423 was transported to BNL for testing. An EDS analysis was performed on three areas: the spike-feature fracture surface, the green colored area, and the base of the "teeth" at some apparently melted areas. A small piece was cut from 1B-423 and mounted in an epoxy resin to facilitate alloy identification. This cut piece was released into [REDACTED]

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<sup>7</sup>Attachment (4), Materials Analyses of Samples from TWA Flight 800.

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custody and subsequently returned to the FBI.

The cut piece of 1B-423 was later [REDACTED] b1

[REDACTED] (S)  
SA [REDACTED] conducted an investigation to determine probable airframe sources of item 1B-423. His efforts are delineated in the Analysis/Conclusion section. b7C

### FACTUAL RESULTS

See attached reports.

### ANALYSIS/CONCLUSION

All items, excepting 1B-423, were satisfactorily discussed in the BNL reports. No probative characteristics were discovered. The origin of item 1B-423 remained inconclusive after initial BNL testing, however.

In an effort to locate possible material matches to item 1B-423, a preliminary survey was conducted of all engine debris. On September 18, 1997, a conference call was held between SA [REDACTED] of Pratt and Whitney Aircraft. [REDACTED] provided information concerning the use of titanium compounds in airline engines, suggesting engine blades, engine casings, and fuel impeller pumps as possible sources. Following this conference call, [REDACTED] sent a copy of a fuel pump schematic to SA [REDACTED], indicating the location of a fuel pump impeller. An exhaustive search of the engine debris from TWA Flight 800 was then conducted in an attempt to isolate all metals with compositions similar to 1B-423. Each section of debris was examined for the following characteristics: color, weight, texture, damage indicia (such as fracture types and spike-feature damage), and possible signs of corrosion or oxidation. b7C

On October 6, 1997 a [REDACTED] of Pratt and Whitney Aircraft spoke with SA [REDACTED] by telephone and provided further information concerning the use of titanium compounds. He stated that the fuel pumps on this type of airplane engine would not contain titanium and would more likely be made of mostly aluminum parts. The blades of the b7C

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<sup>8</sup>See memorandum (not attached) dated September 29, 1997, by [REDACTED] Defensive Systems Office, Missile and Space Intelligence Center, Defense Intelligence Agency, and supporting documents. This report is on file under Metallurgical Analyses, DIA.

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engine were suggested as possible matches to item 1B-423. He further stated that other areas of the airplane could also contain titanium compounds, such as the hydraulic or pneumatic pumps.

A total of fourteen different pieces were selected from the engine debris as having a similar appearance to 1B-423. On October 3, 1997, a sample was taken of each piece, assigned an item number and presented to [REDACTED] BNL, for composition comparison with 1B-423. The fourteen samples were as follows:

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1) 1B-572, item 167, a grey metal piece approximately 3.0cm x 1.5 cm x .5 cm., taken from the casing of a fuel pump.

2) 1B-573, item 171, a silver and grey metal piece, 1.5cm x .5cm x .4cm, taken from an apparent engine support strut.

3) 1B-573, item 172, a silver and green colored metal piece, approximately 1.0cm x .5cm x .4 cm taken from the casing of an engine.

4) 1B573, item 173, a green and grey metal piece, 1.5cm x .75cm x .5cm, taken from an engine propeller blade, which came from engine number four.

5) 1B573, item 174, a green metal piece approximately .6cm x .5cm x .3cm, taken from an engine propeller blade, which possibly came from engine number three

6) 1B573, item 175, a silver colored piece of metal approximately 1.0cm x .6 cm x .2cm, taken from an engine propeller blade, which possibly came from engine number three.

7) 1B573, item 176, a silver colored piece of metal, approximately 2.5cm x .5cm x .2cm, taken from and engine blade, which possibly came from engine number one.

8) 1B573, item 177, a grey and green metal piece approximately .6cm x .5cm x .3cm, taken from an engine blade mount, which possibly came from engine number three.

9) 1B573, item 178, a grey and green metal piece approximately 1.0cm x 1.0cm x .75cm taken from an engine blade, which possibly came from engine number four.

10) 1B573, item 179, a silver and grey metal piece approximately .75cm x .4cm x .2cm taken from an engine blade mount, which possibly came from engine number four.

11) 1B574, item 180, a green and grey metal piece approximately 1.2cm x 1.0 cm x .2cm taken from the casing of engine number four.

12) 1B574, item 181, a green and grey metal piece taken from an outer engine ring from engine number three, approximately 1.1cm x .5cm x .2cm.

1B-423

13) 1B574, item 182, a green and grey metal piece, approximately .5cm x .75cm x .4cm, taken from a ring near the rear of engine number two.

14) 1B574, item 183, a green and grey metal piece approximately 1.0cm x .5cm x .25cm, taken from a large tube-shaped support.

These samples were examined using EDS in the same manner as item 1B-423. Two of the samples (Item 181 and Item 183) were found to have compositions of Ti-6.2Al-2.7Sn, which is consistent with AMS 49XX series alloys and most probably the same material as item 1B-423.<sup>9</sup>

On October 31, 1997, [REDACTED] Pratt and Whitney Aircraft, stated during a telephone conversation with SA [REDACTED] that AMS 4966 was used in the engines of TWA Flight 800 for various parts, two of which were the engine rings and radial supports. He provided fax copies of the Pratt & Whitney Parts Catalog, which indicated the location of these parts. These schematics also match the locations from which Items 181 and 183 were taken. b7C

Based on the probable composition match described above, it is a reasonable conclusion that item 1B-423 was from a TWA Flight 800 aircraft engine.

#### ATTACHMENTS

(1) October 27, 1997 memorandum by [REDACTED] Department of Advanced Technology, Environmental and Waste Technology Center, Brookhaven National Laboratory. b7C

(2) Report of Infrared Microscopic Analysis of Items # 62 and MM7, by [REDACTED] [REDACTED] National Synchrotron Light Source, Brookhaven National Laboratory.

(3) Examination of the Boeing Test Sample: The Fracture Surface of Al 2024 Alloy Following Penetration by Steel Projectile @ 3000 ft s<sup>-1</sup>, by [REDACTED] et al.

(4) Materials Analyses of Samples from TWA Flight 800 and Appendix I, by [REDACTED]  
[REDACTED]

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<sup>9</sup>See Attachment (4), Appendix I.

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October 27, 1997 memorandum by [REDACTED] Department of  
Advanced Technology, Environmental and Waste Technology Center, Brookhaven  
National Laboratory

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ATTACHMENT 1

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BROOKHAVEN NATIONAL LABORATORY

MEMORANDUM

*Department of Advanced Technology  
Environmental & Waste Technology Center*

DATE: October 8, 1997, Revised October 27, 1997

TO: [REDACTED]

FROM: [REDACTED]

SUBJECT: Flight 800 Review [REDACTED]

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As previously discussed in my May 2, 1997 memorandum to you (attached), here are my impressions and observations regarding the Flight 800 investigations:

1) All of the personnel that I have interacted with during my review (either FBI or NTSB) have been competent, capable and dedicated to determining the cause of the aircraft disaster.

2) My review consisted of a walk-through at the hanger, inspection of wreckage and evaluation of the data and test results that have been generated to date. The following documentation was reviewed:

- A) NTSB - Metallurgist's Factual Report No.97-81, dated April 29, 1997.
- B) NTSB - Metallurgist's Factual Report No.97-82, dated April 22, 1997.
- C) NTSB- Metallurgist's Factual Report No.97-85, dated May 2, 1997.
- D) NTSB- Metallurgy/Structures Sequencing Report No.97-38, dated April 8, 1997.

3) After reviewing the generated data, I re-inspected the wreckage for sequencing of events.

4) Observations and review of the aforementioned documents are consistent with the NTSB appraisal that the blast initiated in the center fuel tank area, somewhere in the vicinity of spanwise beams 1 and 2. The extensive reconstruction of the plane and detailed mapping of the recovered components substantiate this hypothesis.

5) Comparison of the recovered pieces to metal having received the blast of a missile, tend to significantly diminish the theory that the plane was shot down by a missile.

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6) The apparent directionality of the blast did cause me some initial consternation. There did not appear to be any significant structural weakness or flaw that would induce the resultant fuel tank expansion in a "forward-port" direction. I am not an explosives expert by any means, but it seemed to me that a tank would have a tendency to blow outward in a more omni-directional mode after the appropriate pressure had built up upon ignition. This did not, by observation, appear to be the case. I have since had discussions with one of the BNL combustion/explosion experts and he assured me that the point of ignition for the incident could have been in a different location than the area where the explosion occurred. So...

In conclusion, it appears that although a thorough and comprehensive evaluation has been performed by all parties involved, only the location of the explosion is reasonably fixed, while the cause of the explosion is still an open issue (mechanical failure, pre-meditated induced failure, etc.).

cc: 

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Report of Infrared Microscopic Analysis of Items # 62 and MM7, by [REDACTED]  
[REDACTED] National Synchrotron Light Source, Brookhaven National  
Laboratory

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ATTACHMENT 2

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## Report of Infrared Microscopic Analysis of Items #62 and MM7

[REDACTED] National Synchrotron Light Source  
Brookhaven National Laboratory, Upton, NY 11973

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### *Summary overview*

Small quantities of material from the TWA 800 flight aircraft were brought to the NSLS by FBI Agent [REDACTED]. The intention was to identify materials or correlate unknown materials from one category with known materials from another category. Two groups of evidence materials were investigated, one (item 62) from known aircraft components, the other (item MM7) of unknown origin.

Infrared spectroscopy measurements were performed to compare materials from each item. Spectra for the main constituent of item MM7 (a rubbery / elastic material) were found to match spectra taken from a foam-like material of item 62. Spectra were also taken from what appeared to be fine glass-like fibers imbedded in the foam of item MM7, and compared to glass-like fibers from item 62. A good match was not obtained, possibly due to differences in the fiber diameters between the two item categories (smaller for item MM7).

### *Infrared microspectroscopy*

Infrared microspectroscopy is a non-contact, non-destructive method for characterizing the chemical content of small specimens. The particular spectral range spans wavelengths from 2.5 microns out to nearly 20 microns. This corresponds to the frequency range (measured in wavenumbers, the inverse of the wavelength in cm) from  $500\text{ cm}^{-1}$  to  $4000\text{ cm}^{-1}$ . These frequencies match many of the bending or stretching vibrations that occur in complex organic (and inorganic) materials, leading to the absorption of light. Since some of these vibrational frequencies vary with even small changes in molecular structure, a mid-infrared absorbance spectrum can be a sort of "molecular-fingerprint" of a material. When spectroscopy is combined with microscope optics, small sample areas can be isolated and measured. The high brightness synchrotron infrared source allows specimens just a few microns in size to be measured.

The measurements reported here were performed using both a conventional infrared source and also with the synchrotron source. The latter proved to be important for obtaining good quality spectra from the small glass-like fibers, which were only  $\sim 3$  microns in diameter.

### *Evidence items - visual description*

Item 62 was described as a selection of material from known systems of the aircraft, i.e., their source location was understood. The selection contained irregularly shaped pieces of a soft, porous, foam-like material ("bulk foam") and a thin, semi-rigid, layered material composed of a foam layer ("layer foam") attached to a fiberglass-epoxy composite structure ("epoxy material" and "glass fibers"). The bulk foam and foam layer were both a light yellowish brown in color with the latter darkened in places. The epoxy was more yellow in color. Partially imbedded in the epoxy material were thin glass-like fibers, arranged in a square weave pattern.

Item MM7 was described as material of unknown origin. It consisted of small millimeter-sized pieces of a heterogeneous rubbery/elastic material formed into an interconnected network.

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The color ranged from yellow-brown to nearly black, giving the impression of fire or heat exposure. Small white polycrystalline grains were occasionally found imbedded in the material, as well as a few glass-like fibers.

### *Microspectroscopy method*

Infrared spectra were obtained from the materials of items 62 and MM7. In most cases, a small section of material was squeezed between clean sections of KBr windows to provide a sample thin enough for a transmission measurement. The samples were translucent, and sample regions were chosen that had no evidence of inhomogeneity. Actual thicknesses were not measured or recorded, but were estimated at about 5 microns. Reference spectra were collected through clean areas of the KBr windows. The transmission data for all materials, except the glass-like fibers, were converted into absorbance units. Spectra for the reference materials of item 62 are shown individually in figures 1-4. Spectra were typically recorded for several locations in one type of specimen. The foam layer material had blackened regions, which was assumed due to the charring effects of exposure to fire, and a spectrum from both light and blackened regions were collected (see Figure 2).

### *Data: visual images and infrared spectra*

#### Item 62 - reference specimens

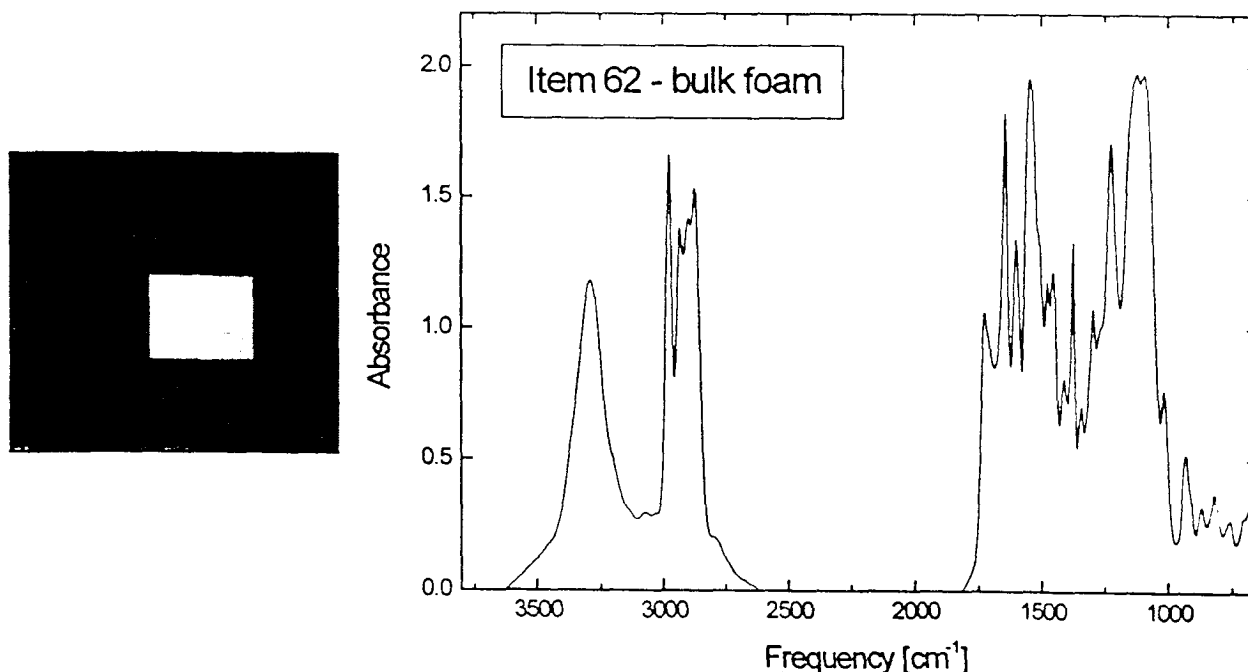


Figure 1: (Left) Visual image of a bulk foam section from item 62, pressed between KBr plates. The foam material is translucent, and occupies the region bordered by irregular dark margin. The highlighted rectangular region represents the 45 micron by 60 micron area probed with the infrared microspectrometer. (Right) Infrared absorbance spectrum from the bulk foam section of item 62.



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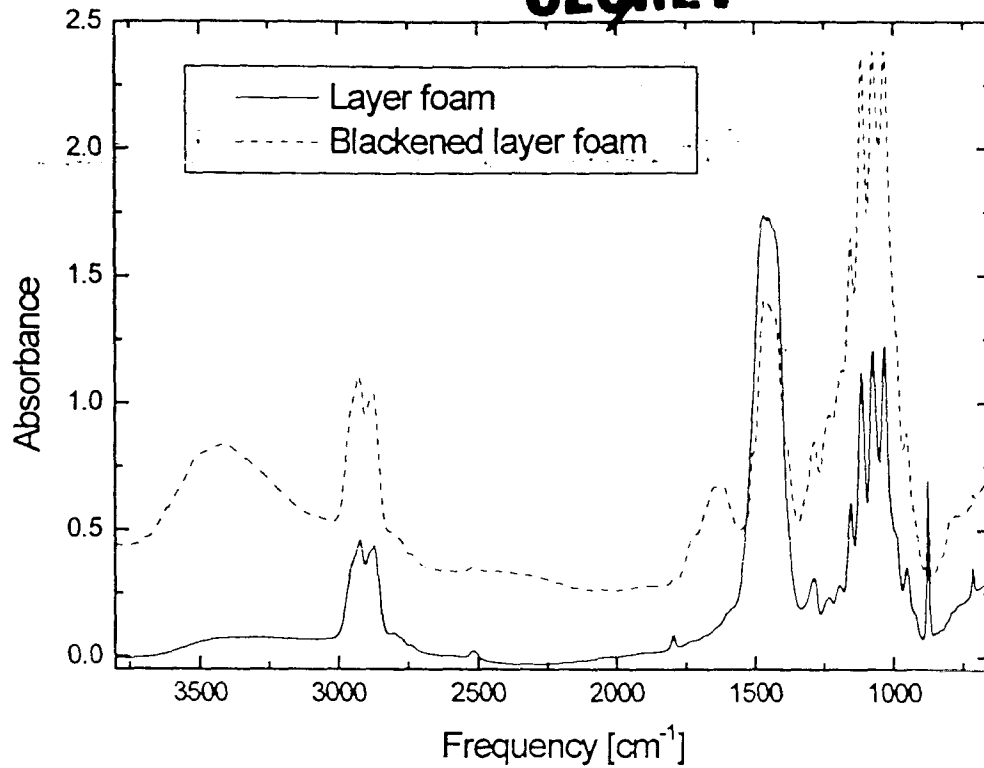


Figure 2: Item 62 - absorbance spectra of the thin layer foam material, both light brown and darkened regions

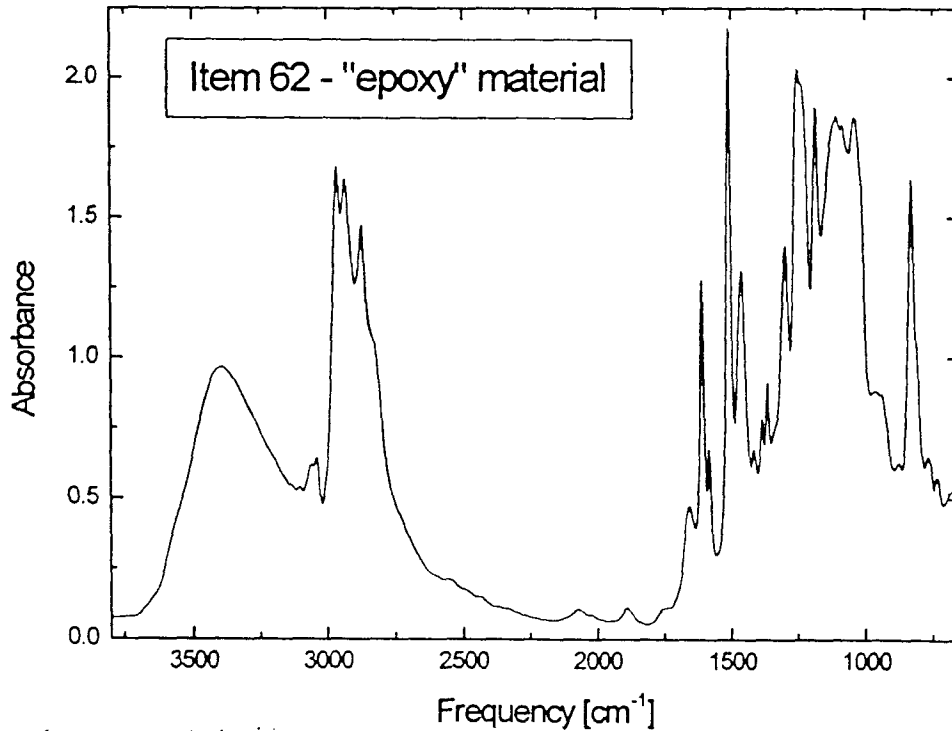
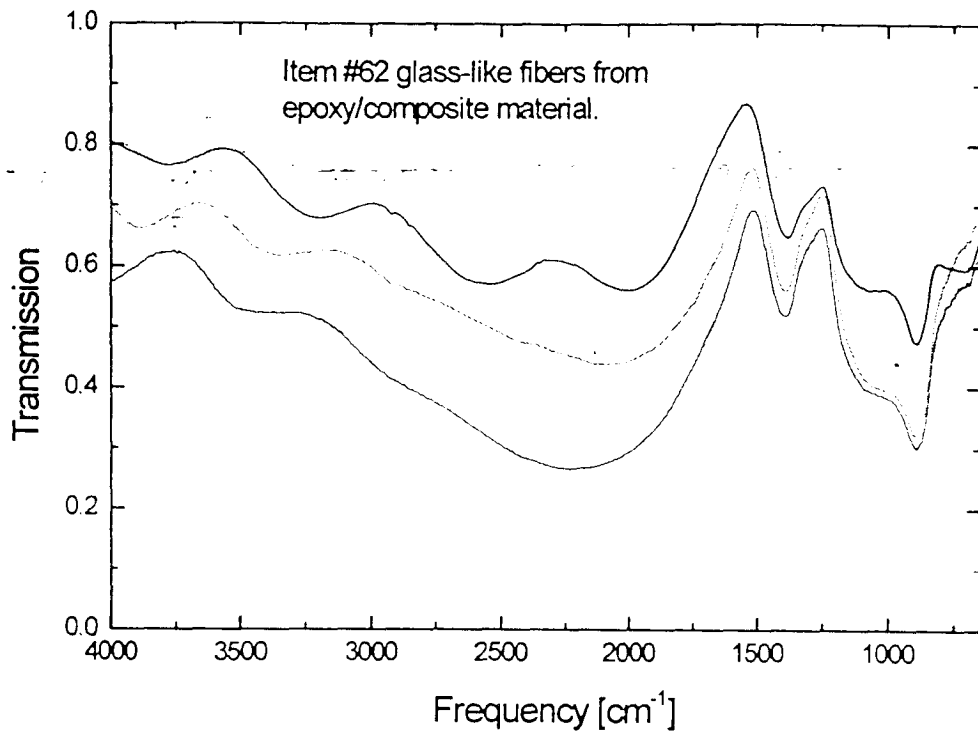


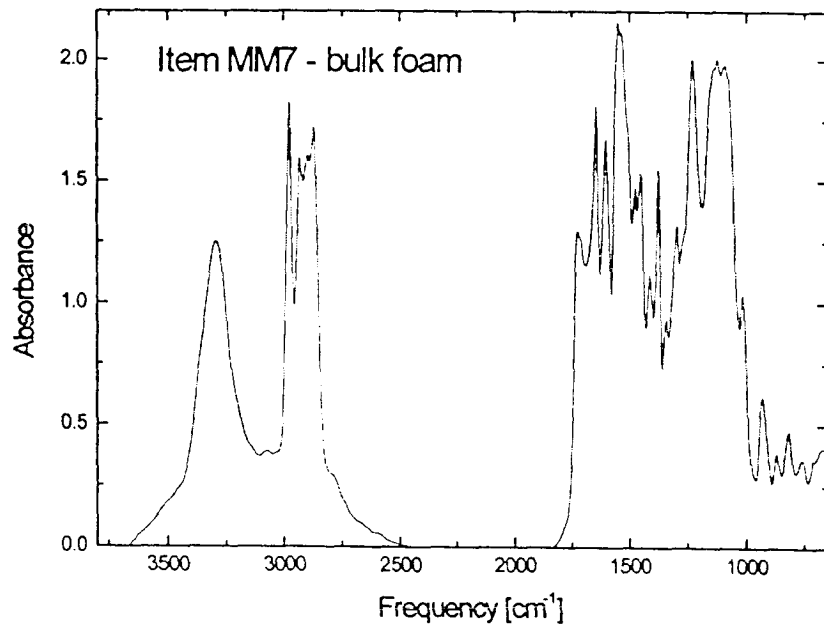
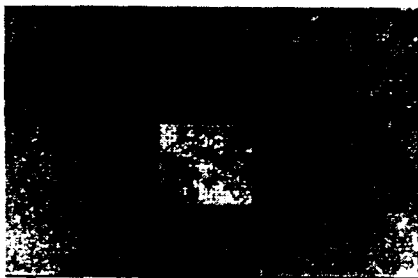
Figure 3: Item 62 - absorbance spectra from the epoxy-like material.

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**Figure 4:** Optical image of item 62 glass-like fibers (left), and transmission spectra for several such fibers from item 62. Three measurements of different fiber locations were performed to check reproducibility.

### Item MM7 specimens



**Figure 5:** Optical image (left) and absorbance spectra (right) of compressed light brown foam material of item MM7. The highlighted area of the optical image shows the area probed with the infrared.

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Spectra from other portions of the foam material, though darker in color, yielded nearly identical spectra..

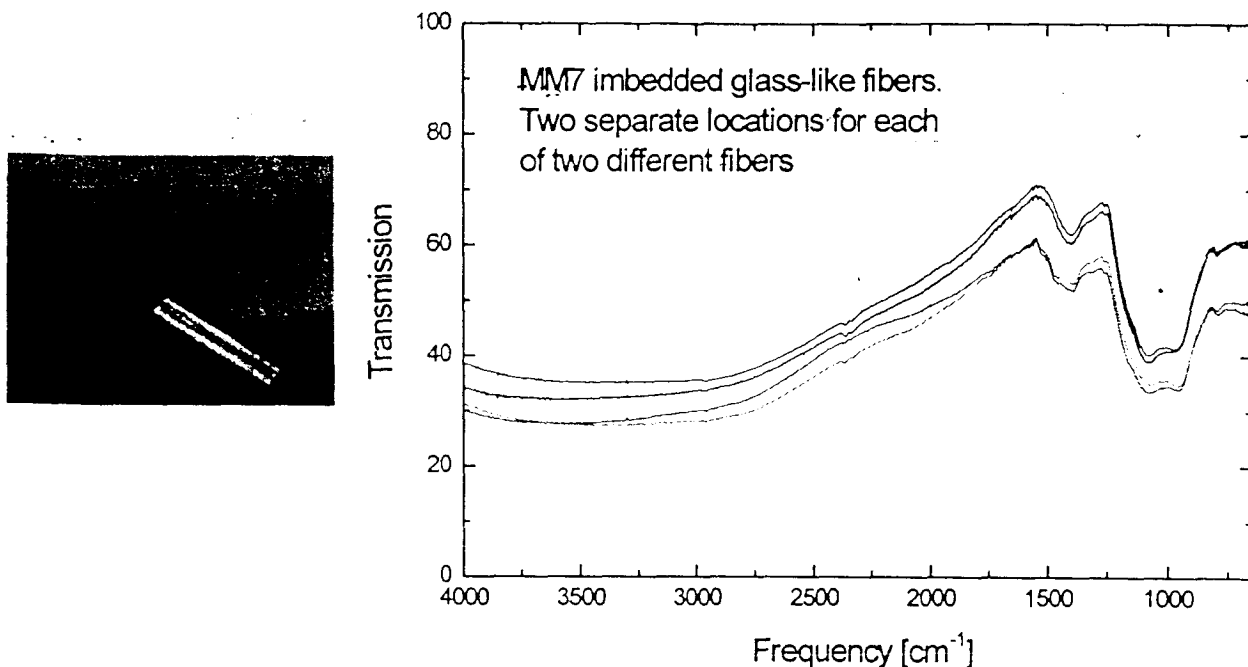


Figure 6: Optical image of a glass-like fiber with IR measure region highlighted(left), and transmission spectra for item MM7 - glass-like fibers (right). Two measurements each of two different fibers.

### *Comparisons & interpretation*

With the exception of the glass-like fibers, the spectra are consistent with synthetic organic compounds. Since we do not maintain an extensive spectral library (though such libraries exist elsewhere), we have not attempted a detailed analysis of the spectra nor matching to actual materials. Instead, we compare spectra of item MM7 (unknown origin) components with item 62 (known aircraft origin) components and look for matching spectra.

A quick inspection reveals that the foam/gum material of item MM7 closely matches the bulk foam material of item 62. Each absorption feature occurs at the same frequency, and the relative strengths of the various absorptions are also relatively close. This is shown in Figure 7, below.

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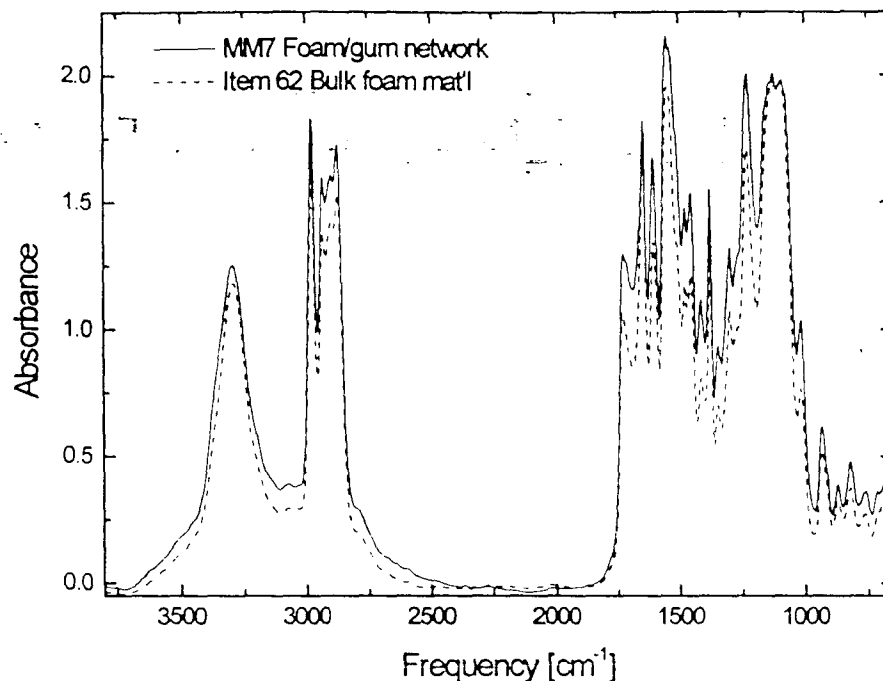


Figure 7: Spectral comparison for MM7 bulk foam and item #62 bulk foam illustrating the close match in spectral properties.

We can also show substantial disagreement between item MM7 foam and the other specimens from item 62. Neither the epoxy material nor the layer foam material have spectra that agree with the MM7 foam, as can be seen in Figure 8.

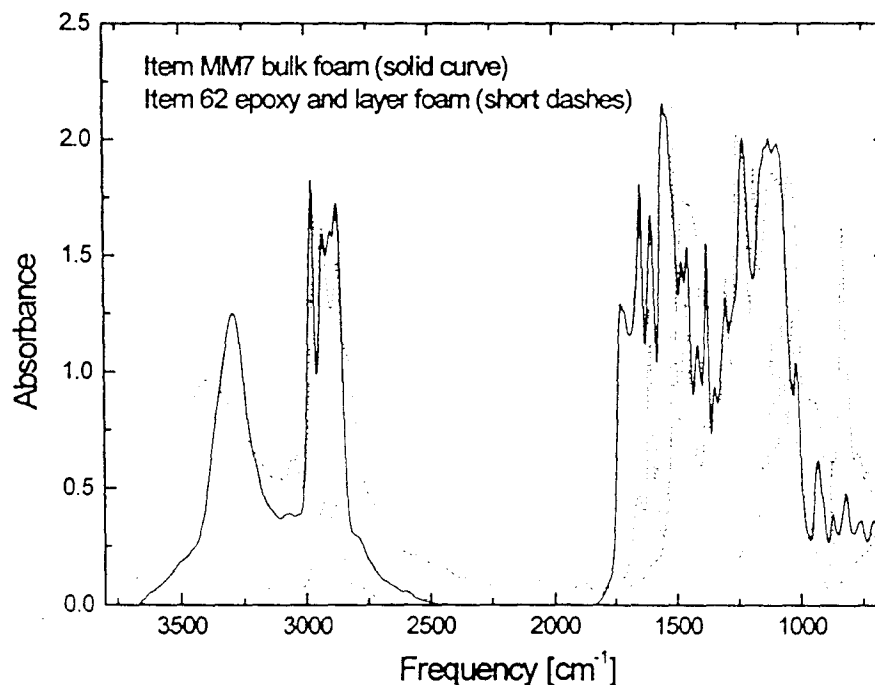


Figure 8: Spectral comparison of item MM7 bulk foam with item 62 epoxy-like material and item 62 thin layer foam (light brown or dark/black). Strong differences among the spectra indicate dissimilar material composition.

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Finally, the glass-like fibers of MM7 have general characteristics similar to fibers in #62. The absorption (transmission minimum) near  $1000\text{ cm}^{-1}$  is consistent with silica, and suggests both are simple glass fibers. However, differences in the MM7 and #62 spectra (oscillation period, variations through absorption region, overall frequency dependence) suggest MM7 fibers are smaller than item #62 fibers. This could be checked by visual microscopy.

### *Summary*

Infrared spectra were recorded for materials from evidence items 62 and MM7. Chemical identification was not attempted due to a lack of spectral libraries at this facility. The spectra for the main constituent of item MM7 - a foam / gum network - were found to agree closely with the bulk foam material of item 62. The glass-like fibers of items MM7 and item 62 produced spectra consistent with glass material. However, differences in the spectra - interpreted as due to multiple reflection / interference effects - suggest the fibers have different diameters. Direct (visual microscopy) of the fibers should confirm the different diameter. Finally, the small white polycrystalline grains found in item MM7 (but not item 62) produced spectra consistent with basic salt.

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Examination of the Boeing Test Sample: The Fracture Surface of Al 2024 Alloy  
Following Penetration by Steel Projectile @ 3000 ft s<sup>-1</sup>, by [REDACTED] et al.

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ATTACHMENT 3

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Examination of the Boeing Test Sample: The Fracture Surface of Al 2024 Alloy  
Following Penetration by Steel Projectile @ 3000 ft s<sup>-1</sup>

Corrosion Group, Materials Science Division, Brookhaven National Laboratory

February 20th 1997

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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Optical Microscopic examination showed areas with distinctly different surface finishes. The general surface has a dull appearance and is sheared in the direction of the projectile motion. The resulting surface is "scale-like" with the cleaved plates pushed forward along the fracture surface (as shown in SEM micrograph - Fig. 1). Close to the entrance hole there were significant areas that had a much more shiny luster. These could be correlated to zones where surface melting had occurred during the impact. Metal extrusion occurs at both the entrance and exit and at first examination the direction of the projectile is not obvious. Thus it is important to establish whether deformation around the hole occurred under compressive or tensile forces.

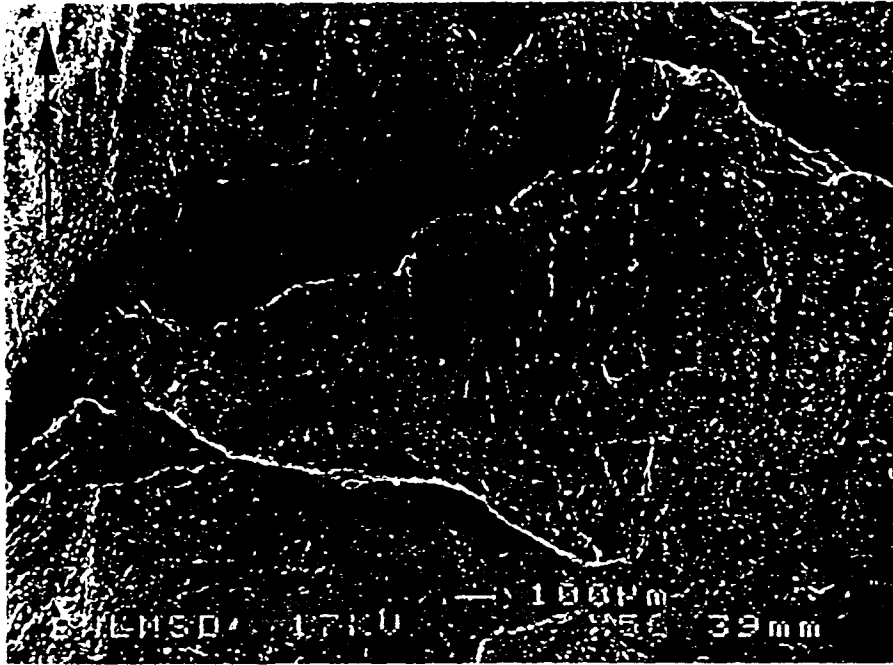
Scanning Electron Microscopy of the surface clearly shows the sheared surface along the direction of the projectile: Figure 1 gives an overview of the entire fracture surface with the projectile direction indicated. Figure 2 shows a close up of one of the sheared platelets. Further examination showed areas where there is strong evidence of surface-melting and fluid like features are observed (Fig 3, middle). Figure 3 shows a series of micrographs taken along the fracture surface: the bottom figure is at the point of entrance and shows no unusual feature for cleavage of Al. The middle figure is close to the entrance on the fracture surface - the liquid appearance implies surface melting and a separate layer on the alloy surface. The amount of this material apparently decreases towards the exit possibly indicating a degree of cooling. Elemental analysis of the "melt-zones" shows a significant enrichment of Fe when compared to the base alloy (see Table 1), and there is **strong evidence of metal transfer between the projectile and the target** in these areas, i.e. during the surface melting, alloying between the Al 2024 and the mild steel occurs.

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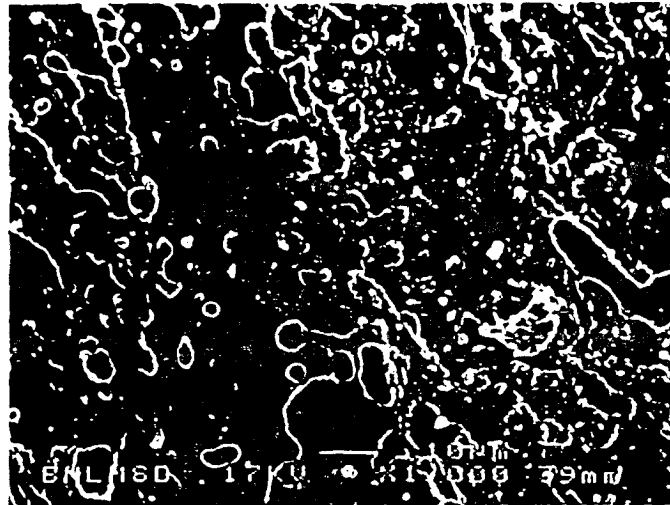


Al 2024 plate, cross-section of fracture surface

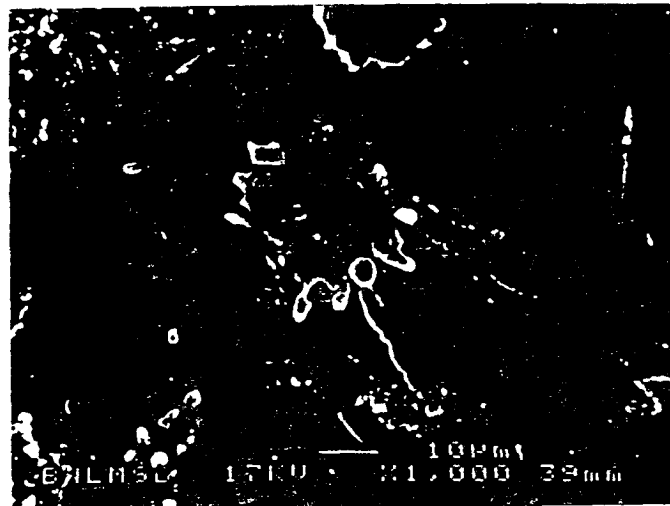


Al 2024 plate, sheared platelets in  
direction of fracture

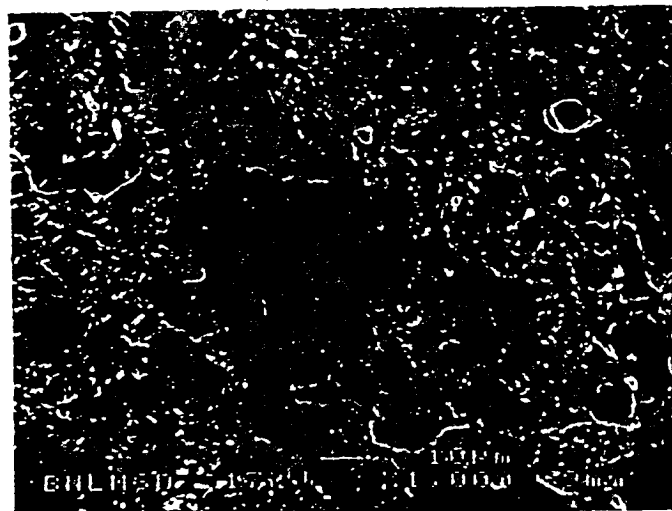
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cooler area  
near exit



"melt zone"  
Fe-rich



classic  
shear  
surface

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Fig 3

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|             | Aluminum $\text{k}\alpha$<br>(counts) | Copper $\text{k}\alpha$<br>(counts) | Iron $\text{k}\alpha$<br>(counts) | Fe/Cu |
|-------------|---------------------------------------|-------------------------------------|-----------------------------------|-------|
| Base Alloy  | 63837                                 | 238                                 | -----                             | 0     |
| "melt-zone" | 57434                                 | 307                                 | 969                               | 3.16  |

Table 1. Integrated intensities of peaks in EDS spectra for aluminum, copper and iron. The iron/copper ratio is a good way of comparing the regions since the technique has a similar sensitivity to both iron and copper. The iron enrichment in the melt-zone is clearly evident.

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Materials Analyses of Samples from TWA Flight 800 and Appendix I, by [REDACTED] b7C  
[REDACTED]

ATTACHMENT 4

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Materials Analyses of Samples from TWA Flight 800

[REDACTED]

Materials Science Division  
Brookhaven National Laboratory

Samples associated with TWA flight 800 have been examined, primarily for materials identification, using scanning electron microscopy with [REDACTED] (Materials Science Division). The objectives were to establish whether certain pieces were actually from the aircraft and to look for evidence of material transfer on fracture surfaces. b7C  
  
b1

The chemical compositions of the samples were analyzed with a JEOL 6400 SEM configured to an EDS (Noran) series energy dispersive spectrometer and associated microanalyser. The accelerating voltage was 17 kV, the typical working distance was approximately 35-40 mm, and take-off angle was 40°. The net intensities for each peak were processed in *semi-quantitative* standardless mode (i.e. alloy standards were not measured) which uses ZAF (atomic number, absorption, fluorescence) corrections. (Micrographs of samples IB377, IB423 and IB28 were also taken but are not presented here - original data held by [REDACTED]) b7C

**Sample ID # IB377 (item 63) - penetration site on fuselage**

A 5 x 5 cm square piece was cut from fuselage aft of L3 door, with the penetration at the center (~1.5 cm dia.). A primer coating and paint top-coat were intact away from the penetration site. Small indentations in the metal surface were observed around the penetration site. The sample was not examined in cross-section so *quantitative* analysis of the fracture surface were not obtained. (Further analysis of the fracture surface was to be carried out by [REDACTED] of the NTSB. It should be noted that simple comparison of the fracture surface to test samples from Boeing may be misleading if the fracture surface is heavily corroded. In the case of an iron projectile evidence of surface melting on the fracture face can be lost after only 72 hours exposure to sea water. In this case, chemical analysis is critical in order to establish material transfer). b7C

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SEM/EDS analysis was performed on both the fracture surface (as far as sample geometry allowed), the external coated areas, and the indentations (Figs 1-4). The fracture surface showed flat "mud-cracked" oxide features; chemical analysis indicated the presence of Al, trace amounts of Fe and Mg and large signals from typical salts (Na, Ca, Cl). Spectra from the painted areas were all consistent with the known coatings on the aircraft (from comparison with EDS spectra provided by manufacturer). No foreign material was observed.

In the case of sample IB377 the surface was also analyzed using the synchrotron X-ray fluorescence microprobe (for [REDACTED] at beamline X26A of the National Synchrotron Light Source. The incident radiation was delivered at 45° to the plane of the sample as a 300 x 300 µm unfocussed white beam, and the fluorescence spectra were detected at 45° by a multi-element detector (Canberra). The Xray technique is more sensitive to trace elements but has a larger penetration depth (i.e. is less surface sensitive). Examination of the fracture surface was in general consistent with the SEM data except that small amounts of Cadmium were observed through the penetration surface. This is consistent with paint fragments dragged through (and deposited) on the penetration. Cadmium was also observed on the painted areas of the piece, and is commonly found in red pigments.

**Sample ID # IB423 (item 92 ) - "spiketooth" - *Unknown origin.***

Metallic sample with spiketooth fracture surface characteristic of adiabatic shear during fast fracture. Evidence of high temperature exposure during failure indicated by areas of blue oxidized material and areas of apparent melting at the base of the "teeth". Olive green coloration of surface away from fracture.

A small piece of the material was cut from the original sample, mounted in epoxy resin and polished to 1 µm finish using SiC and diamond paste. The alloy composition was determined to be ~ Ti - 5Al - 3Sn (weight %) - (Fig. 5).

EDS analysis was performed on three areas on the main spiketooth sample:

1. Fracture surface - (Fig. 6) Consistent with base alloy composition but, additionally some trace Fe, Cu was observed.

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2. Green area- (Fig. 7) Spectrum is consistent with oxidation of base alloy material (O, Ti, Al, Sn and small trace of Ca observed).
3. Base of the teeth at apparent melted areas (Fig. 8) Again a trace amount of Fe is observed that was not seen on the bulk base alloy (as in 1).

This specimen shows evidence of fast fracture and possible transfer of Fe at the fracture surface. It should be noted however, that Fe is a common impurity in Ti alloys resulting from the extraction process (up to 0.2 wt. % for the most commonly used "Kroll" process - see Table 1 - from "The physical metallurgy of Titanium Alloys, [REDACTED] b7c The bulk alloy is possibly engine material used on the aircraft (49XX series Ti alloys) and further tests are presently underway in order to match the sample to actual engine pieces {see Appendix 1}. Currently the origin of the piece remains unknown.

**Sample ID # IB410 (item 86) - "fin"**

Sliver of grey uncoated metal - *Unknown origin*

EDS spectrum of sample (unwashed) indicated the material to be Al based with Cu and Fe (consistent with a 2000 series alloy used in aircraft), additional peaks from salt contamination (Na, Ca, Cl, K, S, Mg) were also observed. No further tests were required.

**Sample ID # IB28**

Small charcoal colored particles (1 of ~20 similar pieces) measuring ~5 mm in diameter. On polishing the sample was orange colored and transparent. *Unknown origin.*

SEM analysis indicated that the material was multi-phase having a base matrix containing Al and Ti (Fig. 9). The sample showed significant charging under the electron beam indicating that it is a very poor conductor - i.e. not metallic. Three other distinct areas could be observed, two were similar to the matrix but contained significant amounts of Zr (Figs. 10,11), the other was mostly Al with Ca, Ba and Ce (Fig. 12).

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Figure 1. EDS Spectrum of IB377 (item 63) Fracture surface.

Figure 2. EDS Spectrum of IB377 (item 63) Green "primer" area.

Figure 3. EDS Spectrum of IB377 (item 63) Red paint.

Figure 4. EDS Spectrum of IB377 (item 63) Indentation around penetration site.

Figure 5. EDS Spectrum of IB423 (item 92) Polished sample - base alloy

Figure 6. EDS Spectrum of IB423 (item 92) Fracture surface.

Figure 7. EDS Spectrum of IB423 (item 92) Green area.

Figure 8. EDS Spectrum of # IB423 (item 92) "Melt" area at base of teeth.

Figure 9. EDS Spectrum of IB 28 - Matrix

Figure 10. EDS Spectrum of IB 28 - Particulate 1

Figure 11. EDS Spectrum of IB 28 - Particulate 2

Figure 12. EDS Spectrum of IB 28 - Particulate 3

**Table 1 — Total Impurity Contents  
of Iodide- and Kroll-Process Titaniums  
in Weight %**

| Element | Iodide Ti | Kroll Ti |
|---------|-----------|----------|
| Mg      | 0.01      | 0.13     |
| Si      | 0.01      | 0.05     |
| Al      | 0.02      |          |
| Fe      | 0.01      | 0.20     |
| Ni      | 0.01      |          |
| Co      |           | 0.02     |
| Cr      | 0.01      |          |
| Mn      | 0.005     | 0.02     |
| C       | 0.01      | 0.08     |
| N       | 0.02      | 0.04     |
| O       | 0.02      | 0.11     |

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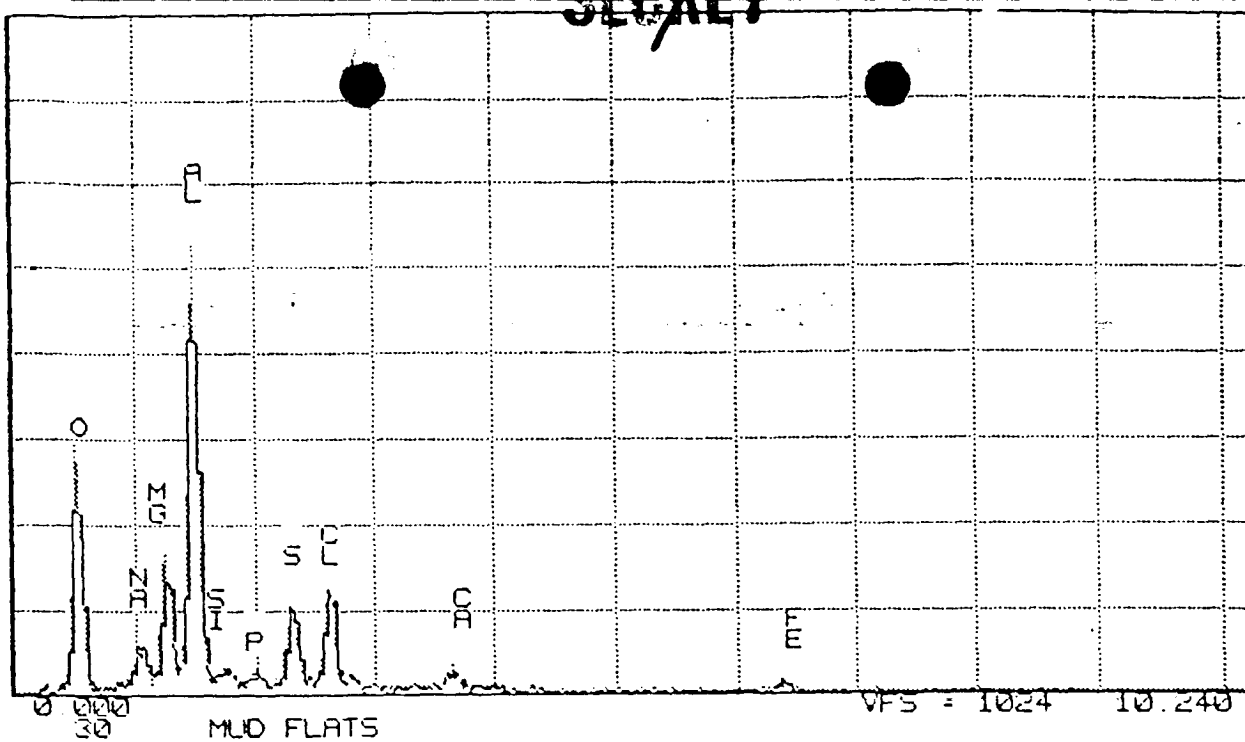


Figure 1. EDS Spectrum of IB377 (item 63) Fracture surface.

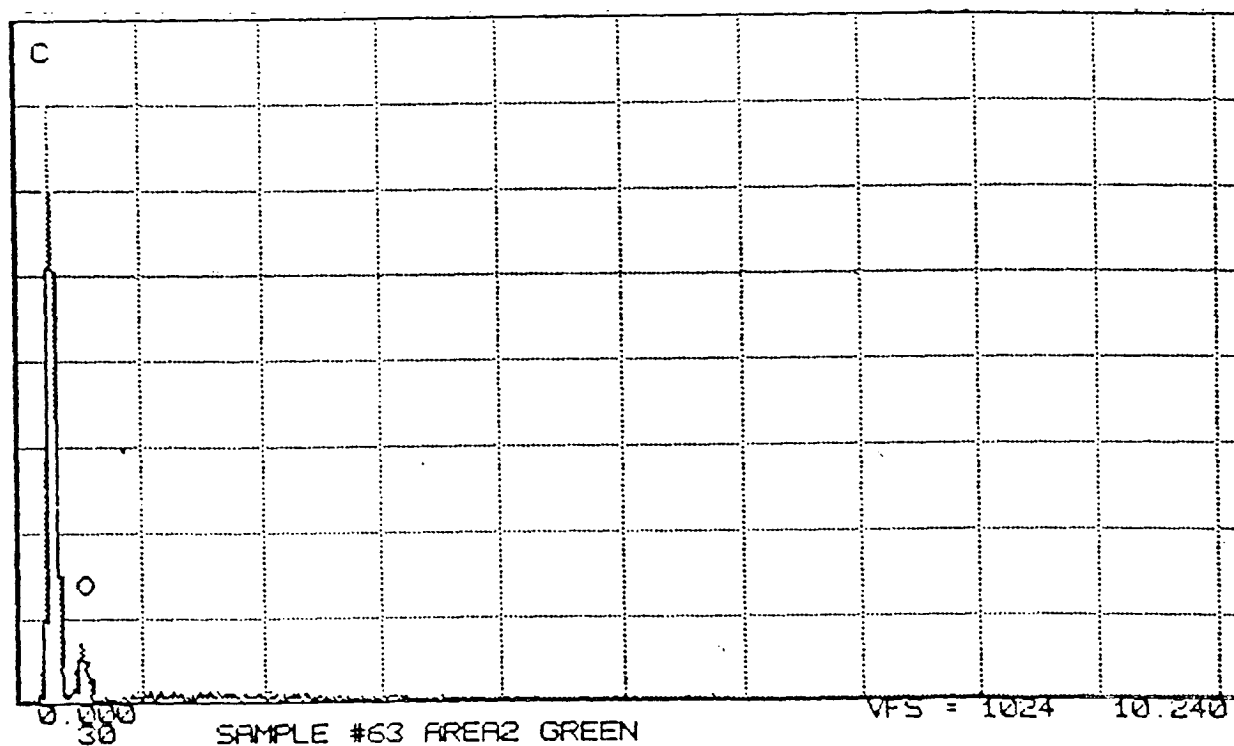


Figure 2. EDS Spectrum of IB377 (item 63) Green "primer" area.

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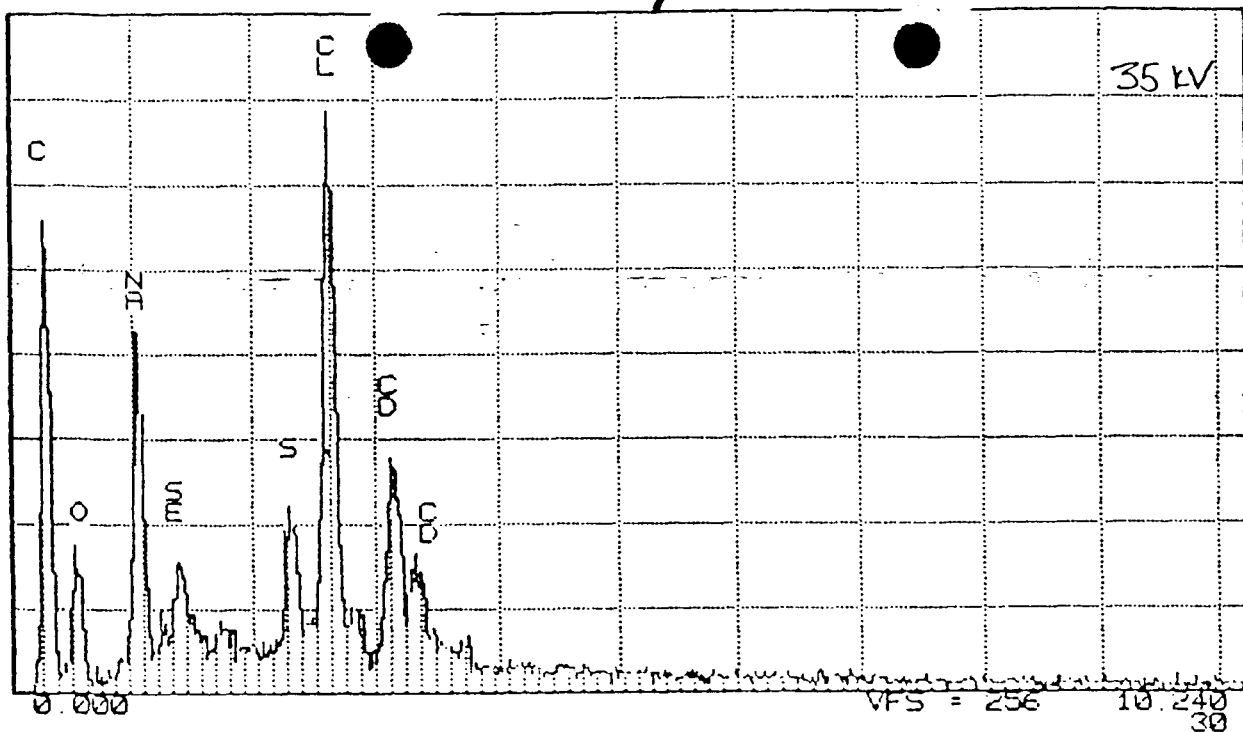


Figure 3. EDS Spectrum of IB377 (item 63) Red paint.

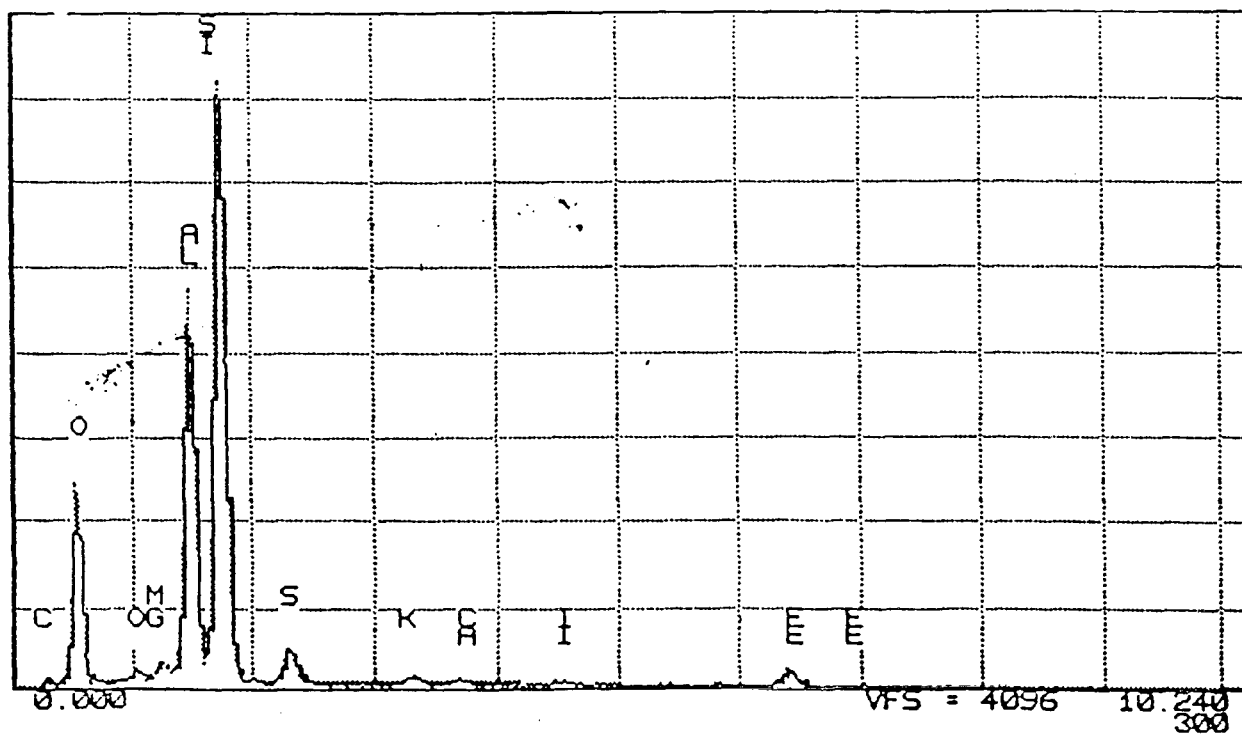


Figure 4. EDS Spectrum of IB377 (item 63) Indentation around penetration site.

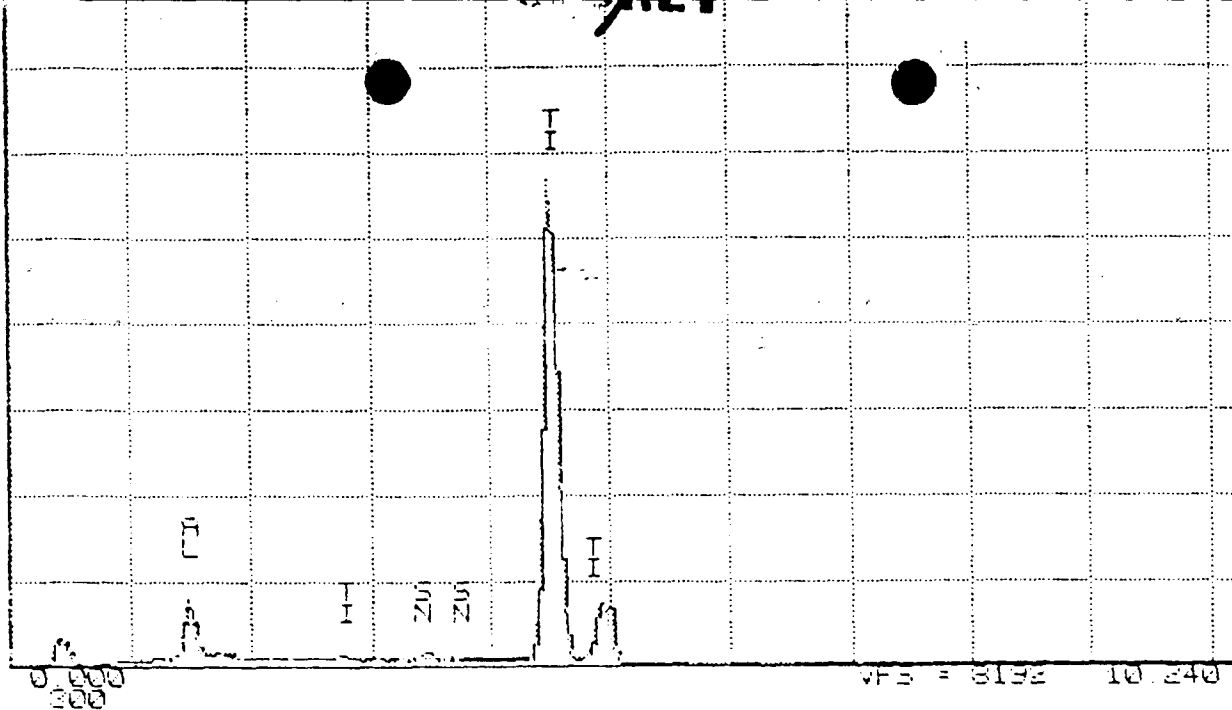


Figure 5. EDS Spectrum of IB423 (item 92) Polished sample - base alloy

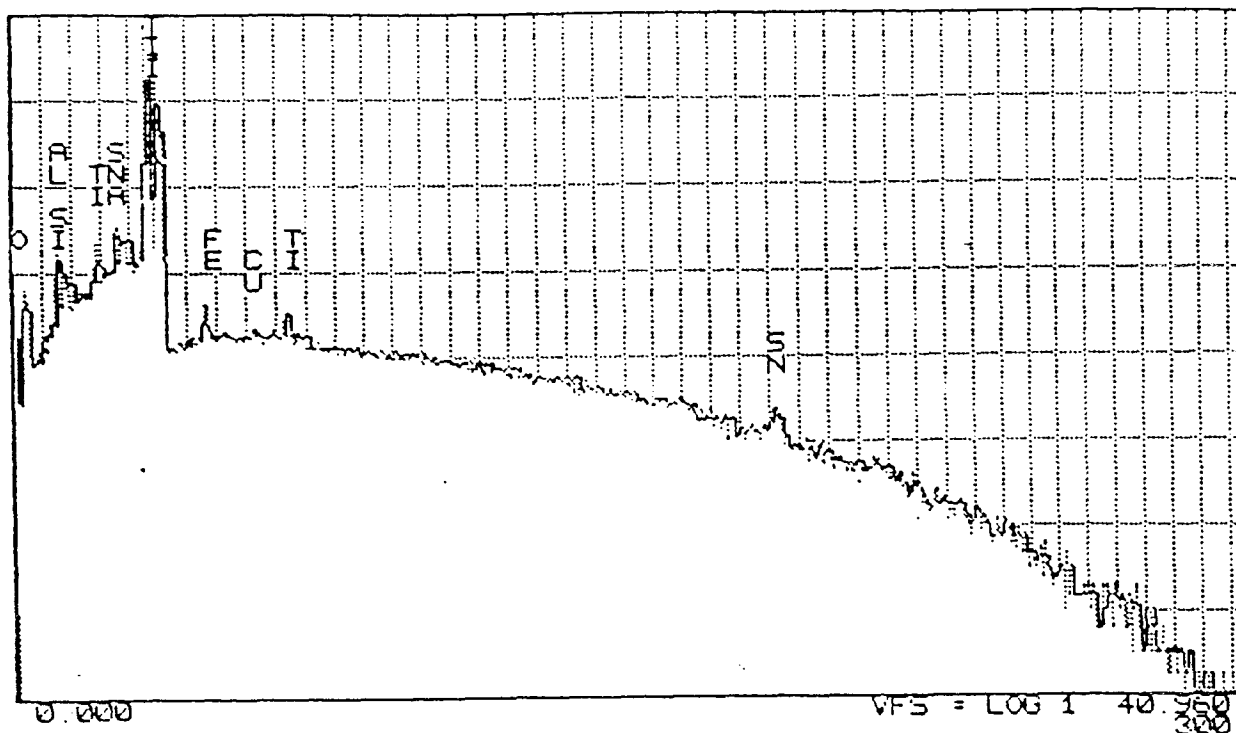


Figure 6. EDS Spectrum of IB423 (item 92) Fracture surface.

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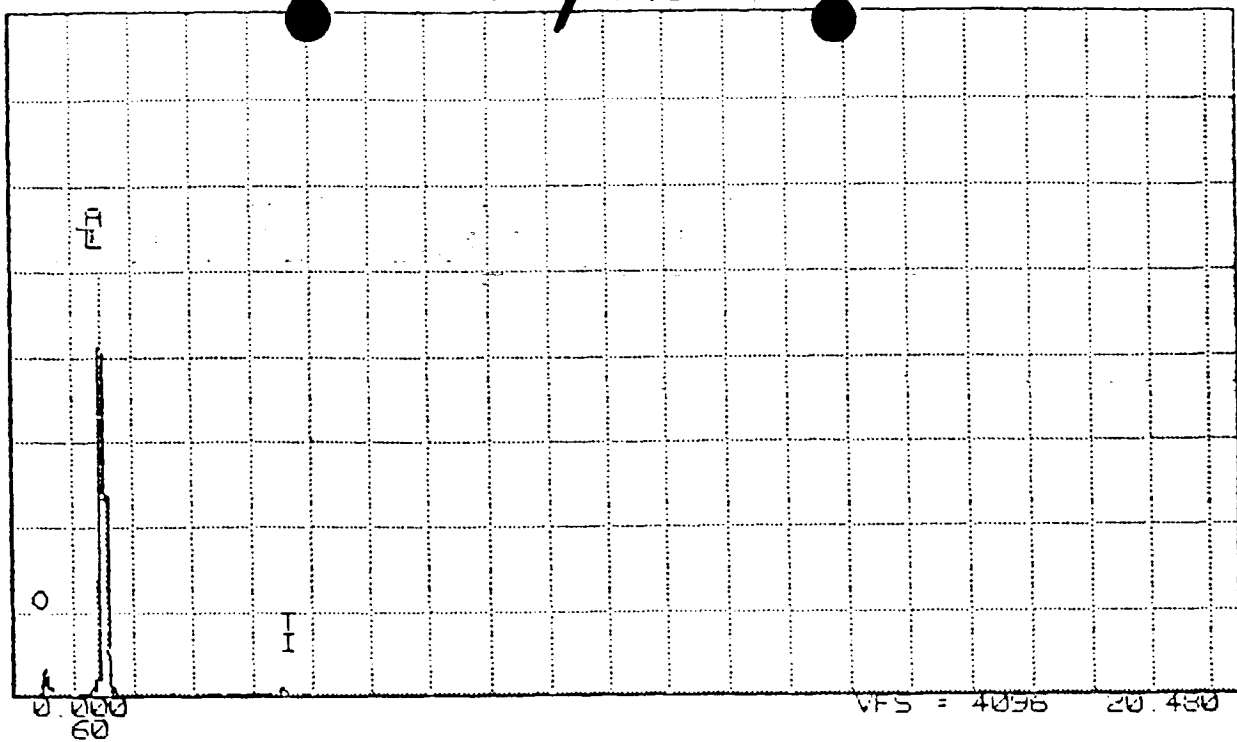


Figure 9. EDS Spectrum of IB 28 - Matrix

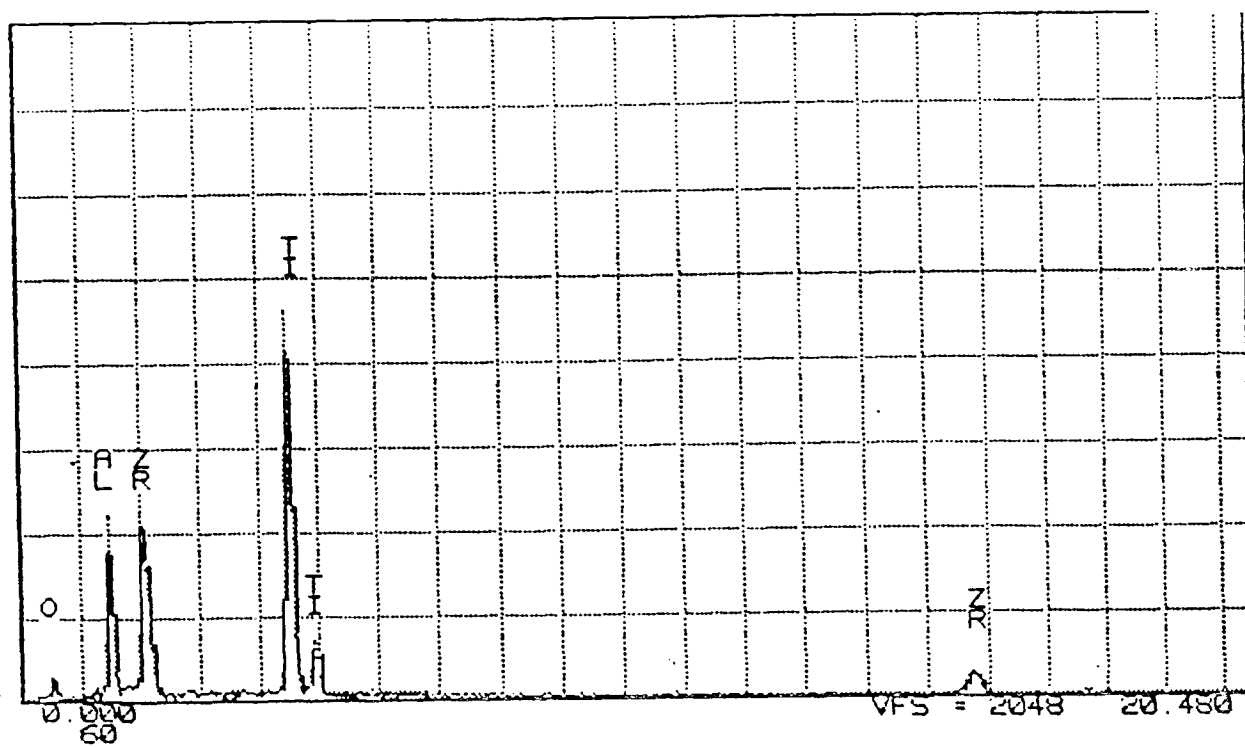


Figure 10. EDS Spectrum of IB 28 - Particulate 1

*[Handwritten signature]*

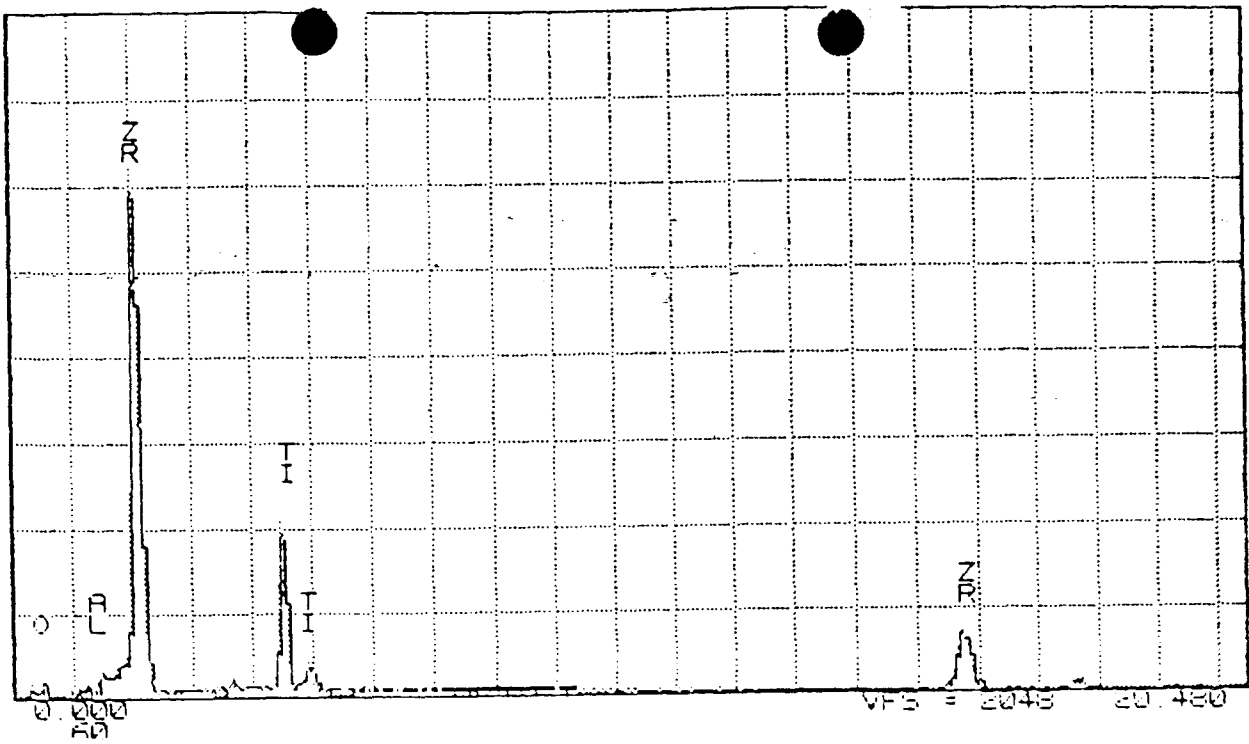


Figure 11. EDS Spectrum of IB 28 - Particulate 2

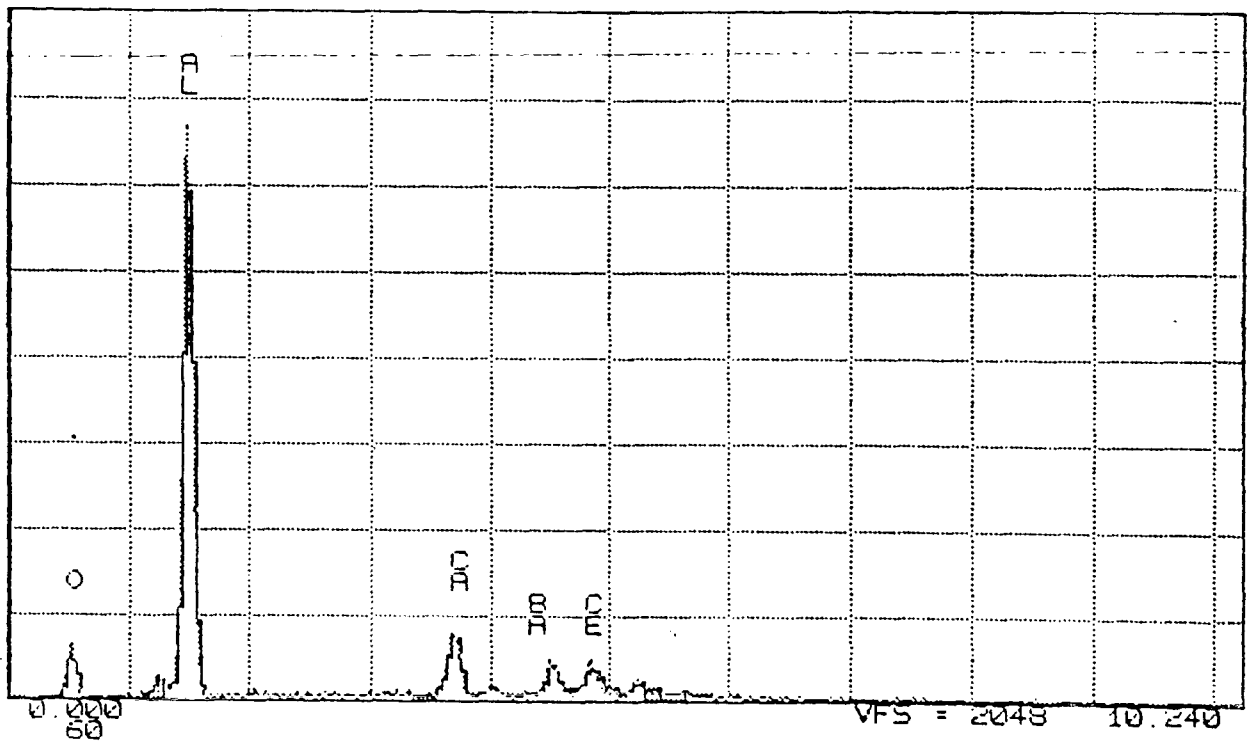


Figure 12. EDS Spectrum of IB 28 - Particulate 3

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## Appendix I

### Samples tested for comparison to item #92 (IB423)

Selected pieces of recovered aircraft engine material were examined using EDS as described previously. Composition of IB423 was ~ Ti - 5Al - 3Sn (weight %), most likely a 49XX  $\alpha$ -phase alloy.

Item 130 - 'compressor blade'. Grey metal with greenish oxidation product. Samples mounted in epoxy resin and polished to 6  $\mu$ m finish with diamond paste. Semiquantitative EDS analysis showed the material to be a Nickel based alloy with a composition of Ni-13.5Cr-6.2Al-5.7Mo-2.3Nb-0.6Ti (Figure A1).

Items 167-183 - samples taken from engine casing, supports and blades. All samples are qualitatively similar in appearance to item IB423. Samples were mounted in epoxy resin and initially ground on a rotary sander. At this stage it was easy to differentiate between the hard and soft alloys (the Titanium alloys are likely to be significantly harder than Aluminum or Nickel alloys). Two samples (181 and 183) were selected for further testing and were polished to 1  $\mu$ m diamond finish.

Samples 181, 183 - samples from outer engine ring (#3) and engine radial support respectively. EDS spectra for the two samples were identical (Figure A2 shows the data for #181). The composition was determined to be Ti-6.2Al-2.7Sn. To within the error of the measurement this is consistent with the 49XX series alloy i.e. is most probably the same material as item 423 (note that there is only one common ternary Ti-Al-Sn alloy produced).

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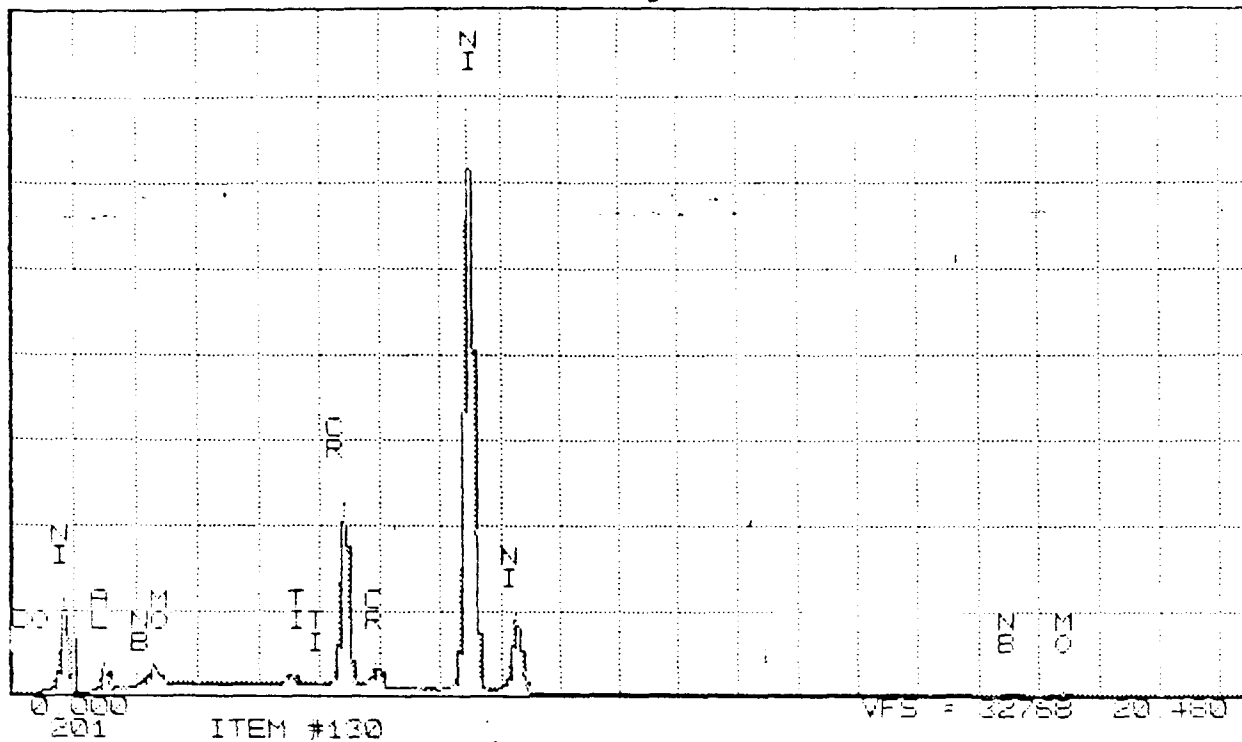


Figure A1. EDS spectrum of sample 130

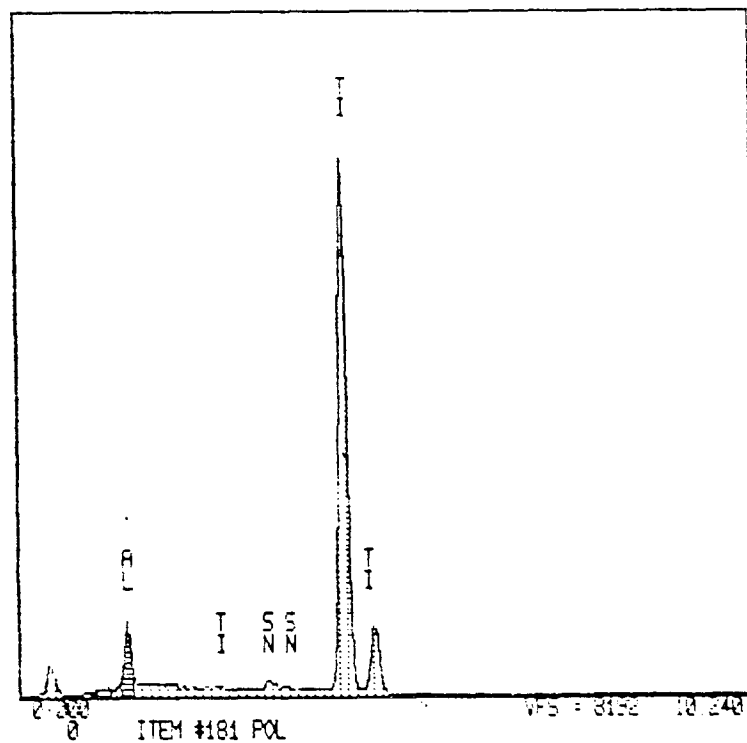


Figure A2. EDS spectrum of sample 181

## FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 03/13/1997

To: New York

Attn: SSA [REDACTED]  
SSA [REDACTED]

b7c

From: New York

FBI Command Post, Calverton

Contact: SA [REDACTED] (516) 369-3313

Approved By: [REDACTED]

Drafted By: [REDACTED] bsm

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);  
EXPLOSION OF TWA 800;  
7/17/96  
AOT-IT-EOD;  
OO: NEW YORK

Synopsis: Encloses FD-302s documenting submission of an unknown material and comparison samples to Brookhaven National Laboratory for analysis.

Enclosures: Two FD-302s by SA [REDACTED] regarding chain of custody, with investigation dates of 2/11 and 2/27/1997.

b7c

Details: An unknown brown material, with the appearance of having been splattered, was discovered at various locations on the top of the Wing Center Section. Several specimens were taken to analyze and identify at different laboratories.

The test specimen originally labeled by [REDACTED] National Transportation Safety Board, as MM7 was released to Brookhaven National Laboratory (BNL) by SA [REDACTED] on 2/10/1997. Preliminary elemental study was performed, without conclusion. MM7 was later redesignated in the FBI evidence files as item 56 (after the enclosed FD-302 concerning MM7 was written).

Subsequently, known material samples from aircraft structure around the extraction site of MM7 (item 56) were taken and secured as evidence items 58, 60, and 62. On 2/27/1997, the three known items were taken to BNL for comparative analysis with MM7. While MM7 was released to BNL custody, items 58, 60, and 62 remained in SA [REDACTED] custody.

427  
b7c  
FF

265A-NY-259028-SUB

Only item 62, which is insulation foam around an environmental air duct, was examined. The BNL Physicists determined there was a strong correlation between

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WITHOUT TEXT ☐  
BY [REDACTED] 5/1/97

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To: New York      From: New York  
Re: 265A-NY-25928, 03/13/1997

spectroscopy characteristics of MM7 (item 56) and item 62. In other words, the brown material is probably made of the same substance as item 62, insulating foam.

Fibers in MM7, thought to be silica based (glass), did not correlate well with duct fibers in item 62. Further analysis is required on these fibers.

♦♦

**FEDERAL BUREAU OF INVESTIGATION**  
**FREEDOM OF INFORMATION/PRIVACY ACTS SECTION**  
**COVER SHEET**

**SUBJECT: TWA FLIGHT 800**  
**REPORTS ON VICTIMS**

265A-NY-259028

WAT:iaw

1

On July 25, 1996, [REDACTED] National Disaster Medical System, advised the following: b7c

He was told by [REDACTED] Regional Medical Examiners Office, State of New Jersey, Newark, New Jersey, (201) 648-7259, that she observed an individual taking pictures in the morgue at the Suffolk County Medical Examiner's Office on July 24, 1996. She was described as being a [REDACTED]

On July 26, 1996, [REDACTED] was telephonically contacted and subsequently provided a fax picture of the only [REDACTED] meeting that description. The faxed picture was that of [REDACTED] indicated that she could not be absolutely certain because she had focused on the camera rather than the face which was covered by a mask. She indicated that the hairstyle in the photo was consistent with the person she observed. She said that the woman had a cheap light-colored instamatic camera. b7c

On July 26, 1996, [REDACTED] was paged and she quickly returned the page to the Long Island Resident Agency (LIRA). She was told that she had been tentatively identified as an individual who may have taken unauthorized pictures of bodies in the morgue area. She denied having done so and stated that she did not even have her camera with her. She was asked to identify her camera and she described it as a yellow disposal camera. b7c

[REDACTED] was advised that despite her statement she was being advised that the crash of Trans World Airlines Flight #800 was a federal investigation and any unauthorized use of photographs taken at the morgue would have serious ramifications. [REDACTED] can be reached at pager number [REDACTED]

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CWA2063

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| FBI - NEW YORK |         |

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COUNTY OF SUFFOLK



ROBERT J. GAFFNEY  
SUFFOLK COUNTY EXECUTIVE  
DEPARTMENT OF HEALTH SERVICES  
MARY E. HIBBERD, M.D. M.P.H.  
COMMISSIONER

DIVISION OF MEDICAL-LEGAL INVESTIGATIONS &  
FORENSIC SCIENCES  
(OFFICE OF THE MEDICAL EXAMINER)

[REDACTED]

b7c

FAX TRANSMITTAL

To: ADIC James Kallstrom  
SAC Thomas Pickard 212 384-2745

*[Handwritten signature]* 8/3/96

From: [REDACTED]

b7c

# of pages 2

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TC

AUG 5 1996

SIDNEY B. WEINBERG  
CENTER FOR FORENSIC SCIENCES  
BLDG # 487 NORTH COUNTY COMPLEX  
HAUPPAUGE, NEW YORK 11787-4311  
(516) 853-5555  
FAX NO. [REDACTED]

TC

b7c

# News Release...



from the Suffolk County Medical Examiner's Office

Contact: [REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Bldg. #487 N. County Complex  
Veterans Memorial Highway  
Hauppauge, NY 11787-4311

AUGUST 3, 1996

9:45 AM ...

FOR RELEASE: IMMEDIATE

## UPDATE

|  |     |
|--|-----|
| Total Decedents Received by the Suffolk County ME's Office | 188 |
| Total Positive Identifications                             | 181 |
| Total Positive Identifications with Family Notification    | 181 |

Decedents with Positive Identification  
Families Have Been Notified

8/3/96

\*\*\*\*\*

| Last Name of Deceased | First Name of Deceased | Hometown      | State        | Country | Count |
|-----------------------|------------------------|---------------|--------------|---------|-------|
| Grimm                 | Julia                  | Montoursville | Pennsylvania |         | 180   |
| Loo                   | Patricia               | Springfield   | New Jersey   |         | 181   |

- END -

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription

7/25/1996

On July 24, 1996, information developed indicating that an individual named [REDACTED] had been taking pictures at the Suffolk County Medical Examiner's Office (SCMO). Investigation determined that he was [REDACTED] b7c

[REDACTED] Lewis County Sheriff's Department, and was attached to the State Emergency Management Office (SEMO). Contact with [REDACTED] SEMO, (518) 457-2222, indicated that no person working with or attached to his agency was authorized to be photographing anything related to the Trans World Airlines (TWA) flight 800 incident.

On July 24, 1996, [REDACTED] was contacted and was directed to voluntarily surrender all film taken in connection with the air disaster. He was asked if he was aware of any other individuals taking pictures and he provided two additional names. [REDACTED] advised that [REDACTED] had also taken pictures. [REDACTED] took pictures at the Medical Examiner's Office (morgue) and at Calverton. He surrendered three rolls of film. b7c

On July 24, 1996, [REDACTED] was contacted at the [REDACTED] Melville, New York (NY), and was requested to surrender film he had taken at the morgue. [REDACTED] advised that he had made an arrangement with [REDACTED] Suffolk County, NY, to return the film to him. He refused to provide the Federal Bureau of Investigation (FBI) the film, but suggested that [REDACTED] should be contacted. [REDACTED] and Supervisory Special Agent (SSA) [REDACTED] traveled to the Medical Examiner's Office and [REDACTED] and SSA [REDACTED] met. [REDACTED] advised that he had authorized [REDACTED] to take morgue pictures and that doing so was a standard practice when official photographers were not available. [REDACTED] was asked if at any time he had authorized any other individuals to take pictures, to which he responded no. b7c

Receipts were given to [REDACTED] for their film and they were advised that they may or may not have the film returned at a later date.

ALL INFORMATION CONTAINED

4-12-00

SSS/TC

Investigation on 7/24/1996 at Hauppauge, New YorkFile # 265A-NY-259028

SSA [REDACTED]

Law TW-3290

Date dictated

07/24/1996 b7c

265A-NY-259028

Continuation of FD-302 of \_\_\_\_\_, On 7/24/1996, Page 2

It should be noted that at no time did [REDACTED] indicate why they had taken the unauthorized pictures.

b7c

265A-NY-259028

FMF:iaw

1 TW-7181

The following investigation was conducted by Special Agent (SA) [REDACTED] Squad I-5/Long Island Resident Agency (LIRA), on July 26, 1996:

b7C

At 9:00 AM, the writer received a brown envelop from [REDACTED] who just arrived at John F. Kennedy International Airport (JFKIA) from Trans World Airlines (TWA) flight 885 from Tel Aviv. The envelop was marked for [REDACTED] at the Suffolk County Medical Examiner's Office (SCMEO). [REDACTED] stated that he received this package from [REDACTED]

At 10:30 AM, the aforementioned envelop was hand delivered to [REDACTED] at the SCMEO, Hauppauge, New York.

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Section 552Section 552a☐ (b)(1)☐ (b)(7)(A)☐ (d)(5)☐ (b)(2)☐ (b)(7)(B)☐ (j)(2)☐ (b)(3)☒ (b)(7)(C)☐ (k)(1)☒ (b)(7)(D)☐ (k)(2)☐ (b)(7)(E)☐ (k)(3)☐ (b)(7)(F)☐ (k)(4)☐ (b)(4)☐ (b)(8)☐ (k)(5)☐ (b)(5)☐ (b)(9)☐ (k)(6)☒ (b)(6)☐ (k)(7)

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Precedence: ROUTINE Date: 08/11/1996

To: New York

Attn: ASAC George H. Andrew

From: [REDACTED]

I-46

b7c

Approved By: [REDACTED]

Drafted By: [REDACTED] emf

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);  
EXPLOSION OF TWA FLIGHT 800;  
JULY 17, 1996;  
AOT-IT-EID

Synopsis: Contact with NTSB representative.

Details: [REDACTED]

b7c

[REDACTED] was contacted regarding status of investigation and autopsies being conducted at the Medical Examiner's Office. [REDACTED] was also contacted regarding a database being put together in connection with the autopsy information, this will be addressed on a separate communication.

[REDACTED] advised that the Medical Examiners at the SCMEQ are not in receipt of any clothing worn by any of the victims. [REDACTED] would like to have the ability to review this clothing to correlate injuries on the bodies with the apparel they were wearing.

[REDACTED] advised that autopsies should be completed by the middle of this coming week. After the autopsies are completed, the team of medical doctors at the SCMEQ, which consists of the Medical Examiner, an FAA Medical Doctor and a Colonel from the Military acting in a consulting role for the NTSB will conduct a quality review of the data and autopsy reports generated and initiate a force vector analysis. The force vector analysis will be a review of all the damage done to the victims thus far recovered in an attempt to determine and plot the various trajectories with which debris hit the bodies.

b7c

265A-NY-259028-SUB-PF3

ALL INFORMATION CONTAINED  
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DATE 4/13/00 BY SP5/SC/AN

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| NOV 19 1996    |         |
| FBI - NEW YORK |         |
| [Signature]    |         |

13

(X)  
[Signature]

11/19/96

224016.00

[redacted] was advised of the interest of the FBI in being involved in this review. [redacted] informed that this would be welcomed. Previous steps have been taken to have an investigator from the squad involved with this process. b7c

[redacted] was also interested in ensuring that the seats, seat backs, seat cushions, etc., were all thoroughly reviewed for any fragments of foreign objects that may be contained within. [redacted] recommended the utilization of an X-ray machine to conduct X-rays on all seat cushions, seat backs, etc., to ensure that any foreign objects are removed from these items.

[redacted] advised that foreign objects being removed by the medical examiners from the bodies of the victims have been provided to the FBI.

Review of FD-192s discloses numerous green sheets reflecting foreign material being removed from victims' bodies. These bodies are being identified through a body number code. Per FD-192s, these are being stored at the hazardous material room at Grumman.

If not already done so:

Attempts should be made to identify the fragments removed from the bodies as to particular plane parts and areas. This will be particularly useful when trying to conduct trajectory analysis and determine the origin of forces..

- Identify seats recovered thus far by seat location, conduct X-ray of the seats to ensure that no fragments remain in them.

- X-ray seat cushions recovered. Is it possible to match seat cushions recovered with the seats from which they came? Are any cushions being recovered separated. If not, when they are separated are they referenced to the seat from where they came?

- Identify clothing recovered thus far through the body number. Examine this clothing for trajectory analysis, remaining debris, etc.

- Assign an investigator from the task force to work with the medical doctors in conducting this review and coordinating the flow of information needed to perform and complete force vector analysis as described above.

CC: 1 - SSA [redacted]  
1 - SSA [redacted]  
1 - SA [redacted]  
1 - Det. [redacted] b7c

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XXXXXXFEDERAL BUREAU OF INVESTIGATION  
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Rule 6(e) Federal Rules  
of Criminal Procedure

☐ (b)(7)(D)☐ (k)(2)☐ (b)(7)(E)☐ (k)(3)☐ (b)(7)(F)☐ (k)(4)☐ (b)(4)☐ (b)(8)☐ (k)(5)☐ (b)(5)☐ (b)(9)☐ (k)(6)☐ (b)(6)☐ (k)(7)

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/3/97

On the below date, the below listed Detective (DET.) and Special Agent (SA) met with [REDACTED] of Mortuary Services, New York City Medical Examiners (ME) Office, [REDACTED] provided the below SA and DET. one plastic bag containing what has been preliminarily identified as a female femur bone contained in ME case number [REDACTED] also provided copies of NYCPD reports concerning this item. b7C  
b7C  
b6

The following is a summary of information contained in the NYCPD reports which will be retained in the 1A section of this file:

This bone was found on the beach approximately five (5) miles west of Montauk Point on 12/22/96 at around 4:30 PM by [REDACTED] transported the bone to her residence in Manhattan where she soaked the bone in bleach and water. On 12/28/96, [REDACTED] brought the bone to the 19th Precinct of the NYCPD where she was interviewed by NYCPD Police Officer [REDACTED] who obtained possession of this bone under NYCPD Form 61 case number 19902.. This bone was subsequently provided to the ME's office wherein [REDACTED] made the identification of the bone as being a human femur, possibly a female. b7C

NYC ME's office was in contact with [REDACTED] of the Suffolk County ME's (SCME) office, 516-853-5555, who requested that the remains be provided to SCME as it's origin may be the crash of TWA flight 800 on 7/17/96.

SA [REDACTED] and DET. [REDACTED] transported this bone to the SCME where custody was given to SCME [REDACTED] 516-853-5555. b7C

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 4-13-00 BY SP3 PC/PW

1/7/97

785

265A-NY-259028-SUB FF3 -

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| JAN 3 1997     |         |
| FBI - NEW YORK |         |

Investigation on 1/2/97 at New York, New York

File # 265A-NY-259028 SUB FD302 & SUB FF3

by DET. [REDACTED]  
SA [REDACTED]

Date dictated 1/3/97



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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/31/97

The following investigation was conducted by SA [REDACTED]  
[REDACTED] Federal Bureau of Investigation on March 27, 1997 at  
the Suffolk County Medical Examiner's Office, North County  
Complex, Hauppauge, New York;

b7C

In answer to a Federal Grand Jury Subpoena, [REDACTED]  
[REDACTED]  
[REDACTED]

b3

4-13-00 SR5/JC/PVN

265A-NY-259028-SUB

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VICTIM TEXT ✓  
VICTIM OUTLINE ✓  
BY M/2/97  
DATE 3/31/97

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Investigation on 3/27/97 at HAUPPAUGE, NEW YORK m.f. 302

File # 265A-NY-259028 Date dictated 3/31/97

SA [REDACTED]

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081859Z APR 97

FBI NEW YORK (265A-NY-259028) (P) (I-46)

DIRECTOR FBI/PRIORITY/

CLAS

RE: //3540//

RE: FBIHQ FOR SSA [REDACTED] ITU, SSA [REDACTED]

EXPLOSIVES UNIT, LABORATORY.

b7c

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, JULY 17,

1982, AOT-IT-EID, OO:NY.

AS PART OF THE CONTINUING INVESTIGATION INTO THE CAUSE OF  
THE CRASH OF TWA FLIGHT 800, NEW YORK HAS HIRED [REDACTED]

b7c

WHO

SPECIALIZES IN CORRELATING THE INJURIES AND/OR CAUSE OF DEATH  
VICTIMS AS THEY APPLY TO AIRCRAFT CABIN/STRUCTURAL DAMAGE.

265A-NY-259028 SUB F

ALL INFORMATION CONTAINED  
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DATE 4-13-00 BY SP5/XP/PA

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| NEW YORK    |         |

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DE TWO DE FBINY 0009 UNCLAS

NEW YORK TASK FORCE AGENTS [REDACTED] WILL DEVELOP GEOGRAPHICAL DISPLAYS AND ENHANCE THE FINDINGS OF NEW INFORMATION RECEIVED FROM THE SUFFOLK COUNTY MEDICAL EXAMINER'S OFFICE, AS WELL AS THE RECENT MISSILE TESTING IN PHOENIX, ARIZONA THAT THE FBI LABORATORY EXPLOSIVES UNIT TOOK PART IN.

b7c

NEW YORK IS AWARE THAT ALL FOREIGN MATERIAL FOUND IN OR ON THE VICTIM BODY DURING THE AUTOPSY WAS/WERE HIGHLY ANALYZED BY FBI BOMB TECHS. HOWEVER, IN AN EFFORT TO FULLY EXPLORATE ALL AVENUES AS THEY RELATE TO THE MISSILE THEORY, NEW YORK REQUESTS ALL DOCUMENTATION AND ACTUAL SAMPLES TAKEN FROM THESE TESTS FOR USE IN COMPARISON TO ACTUAL FRAGMENTS FOUND IN THE VICTIM BODIES.

IT SHOULD BE UNDERSTOOD THAT THE FORENSIC ANALYSIS IN THIS CASE IS ONLY USED AS AN INVESTIGATORY TOOL TO EITHER SUPPORT OR DISCOUNT A THEORY. THEREFORE, THE BODIES THEMSELVES DID NOT TELL US WHAT HAPPENED TO THIS PLANE.

[REDACTED] AND TASK FORCE AGENTS WILL BEGIN THIS ANALYSIS THE WEEK OF APRIL 28 THROUGH MAY 6 AT THE GRUMMAN FACILITY IN CALVERTON, LONG ISLAND. NEW YORK WOULD APPRECIATE ANY INFORMATION PROVIDED FROM THE FBI LABORATORY TO AID IN

b7c

DE THREE DE FBINY 0009 UNCLAS

IS ANALYSIS.

009

IN

Automated Serial Permanent Charge-Out  
FD-5a (1-5-94)

Date: 05/08/97 Time: 09:43

Case ID: 265A-NY-259028-FF3 Serial: 83

Description of Document:

Type : TELETYPE  
Date : 04/18/97

ALL INFORMATION CONTAINED  
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DATE 4-13-00 BY SP8/SLP/N

To : ATHENS, et al.  
From : NEW YORK  
Topic: MRI 1125/108

Reason for Permanent Charge-Out:

INADVERTENTLY UPLOADED.

Employee: [REDACTED]

b7c





U.S. Department of Justice

United States Attorney  
Eastern District of New York

ZWC:VC:atb  
F. #9603373  
VC970004.6E

United States Attorney's Office  
225 Cadman Plaza East  
Brooklyn, New York 11201

April 7, 1997

[REDACTED]  
Special Agent  
Federal Bureau of Investigation  
26 Federal Plaza  
New York, NY 10278

Re: Investigation Before the Regular Friday  
Grand Jury Impanelled on July 1, 1996

Dear Special Agent [REDACTED]

Pursuant to Rule 6(e) of the Federal Rules of Criminal Procedure, I have written a letter dated April 7, 1997 to Chief Judge Sifton of the United States District Court for the Eastern District of New York, notifying him to whom I may be disclosing grand jury matters in the above-referenced investigation.

I am obligated by Rule 6 to advise you, and those to whom I have addressed a copy of this letter, as a potential recipient of grand jury information, of the secrecy obligations imposed by that provision. Rule 6(e) provides in relevant part:

6(e)(2) General Rule of Secrecy....  
(A)n attorney for the government,  
or any person to whom disclosure is  
made under paragraph (3)(A)(ii) of  
this subdivision shall not disclose  
matters occurring before the grand  
jury, except as otherwise provided  
for in these rules.

...

265A-NY-259028-SUB FF3

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| APR 25 1997  |         |
| FBI-NEW YORK |         |

[REDACTED] CO.

ALL FBI INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 3-14-00 BY SP5 [REDACTED]

b7c

6(e)(3) **Exceptions.**

(A) Disclosure otherwise prohibited by this rule of matters occurring before the grand jury, other than its deliberations and the vote of any grand juror, may be made to....

(ii) such government personnel... as are deemed necessary by an attorney for the government to assist an attorney for the government in the performance of such attorney's duty to enforce federal criminal law.

(B) Any person to whom matters are disclosed under subparagraph (A)(ii) of this paragraph shall not utilize that grand jury material for any purpose other than assisting the attorney for the government in the performance of such attorney's duty to enforce federal criminal law.

Thus, grand jury matters disclosed to you in conjunction with your participation in this investigation should not be revealed to or discussed with anyone but an attorney for the government and the members of your agency receiving a copy of this letter. If you feel that such grand jury matters should be disclosed to additional individuals, please discuss this with me before making any such disclosure.

Very truly yours,

ZACHARY W. CARTER  
United States Attorney

By: Valerie Caproni  
Valerie Caproni  
Assistant U.S. Attorney  
(718) 254-6336

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/2/97

On the below date, Special Agent [REDACTED] New York Office of the Federal Bureau of Investigation, met with [REDACTED] Suffolk County Medical Examiner's Office (MEO), Hauppauge, New York, telephone number (516) 853-5555. With the authorization of [REDACTED] provided the MEO x-ray records for the following MEO cases:

b7c

All TWA Flight 800 Victims.

The above records were provided for official purposes in connection with the investigation involving TWA Flight 800 on 7/17/96.

The above records are to be returned to the MEO at the earliest possible time.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 4-12-00 BY SP7 JCL/EL

Investigation on 5/1/97 at Hauppauge, New York

File # 265A-NY-259028 SUBS FD302 AND FF3

Date dictated 5/2/97

by SA [REDACTED] (CG:cg) *l. d.*

b7c

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Rule 6(e) Federal Rules  
of Criminal Procedure

☐ (b)(7)(D)☐ (k)(2)☐ (b)(7)(E)☐ (k)(3)☐ (b)(7)(F)☐ (k)(4)☐ (b)(4)☐ (b)(8)☐ (k)(5)☐ (b)(5)☐ (b)(9)☐ (k)(6)☐ (b)(6)☐ (k)(7)

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Section 552

Section 552a

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☐ (d)(5)

☐ (b)(2)

☐ (b)(7)(B)

☐ (j)(2)

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U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to  
File No.

26 Federal Plaza  
New York, New York 10278  
May 20, 1997

[REDACTED]  
Suffolk County Medical Examiner's Office  
Building # 487, North County Complex  
Hauppauge, NY

ATTN: [REDACTED]

VIA FACSIMILE # [REDACTED]

Dear [REDACTED]

In connection with the official investigation concerning TWA flight 800, your office has previously provided substantial information and assistance. In continuing this investigation the following Medical Examiner (ME) numbers have been identified, however, their association with any of the victims has not been determined. In all of the cases the ME numbers are associated with partial remains and may in some cases not be related to this investigation.

Your assistance in identifying any association of the attached list of ME numbers to the victims in this investigation is appreciated.

Special Agent [REDACTED] is handling this aspect of the investigation and may be contacted at telephone numbers 516-369-3313 or [REDACTED]. Your response may be sent to facsimile number [REDACTED].

Sincerely, [REDACTED] / JKS

Supervisory Special Agent

For: James K. Kallstrom  
Assistant Director In Charge  
FBI New York Office

Attached: 1 Page

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265A-NY-259028-SUB - FF3 - 91

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- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/20/97

On the below date, the below listed Special Agent (SA) met with [REDACTED] representing the Suffolk County Medical Examiner's Office (SCMEO), Building 487, North County Complex, Hauppauge, New York, 516-853-5555. SA [REDACTED] provided [REDACTED] with 3,521 color photographic slides which are the property of the SCMEO which had been obtained by SA [REDACTED] on 4/11/97. **b7C**

These slides depict the SCMEO photographs taken of the victims of the crash of TWA flight 800. These slides have been duplicated into photographs by the FBI New York Office (NYO) photo lab. These photographs are being maintained in a secure location and are being utilized in conducting a victim injury analysis. Assisting in this analysis are [REDACTED] **b7C**  
[REDACTED] U.S. Army Aeromedical Research Center, Ft. Rucker, Alabama and [REDACTED] National Transportation Safety Board (NTSB), W.D.C., [REDACTED]

These slides were maintained in the custody of SA [REDACTED] and the NYO photo lab while in possession of the FBI.

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Investigation on 5/16/97 at Calverton, New YorkFile # 265A-NY-259028-SUB FD302 & SUB FF3

by SA [REDACTED] /fjs

Date dictated 5/20/97 **b7C**



FBI FACSIMILE  
COVERSHEET

PRECEDENCE

- ☒ Immediate  
☐ Priority  
☐ Routine

CLASSIFICATION

- ☐ Top Secret  
☐ Secret  
☐ Confidential  
☐ Sensitive  
☒ Unclassified

Time Transmitted: 2.45 P.M.  
Sender's Initials: RSK  
Number of Pages: 3  
(including coversheet)

To: OFFICE OF THE ARMED FORCES MEDICAL EXAMINER  
Name of Office

Date: 5/27/97

Facsimile Number: [REDACTED]

Attn: [REDACTED]  
Name Room Telephone

From: FEDERAL BUREAU OF INVESTIGATION  
Name of Office

Subject: REQUEST THE ASSISTANCE OF TWO (2)  
PATHOLOGISTS FROM THE ARMED FORCES  
INSTITUTE OF PATHOLOGY (AFIP)

Special Handling Instructions: PLEASE DELIVER TO [REDACTED]  
IMMEDIATELY.

Originator's Name: SA [REDACTED] Telephone: [REDACTED]

Originator's Facsimile Number: [REDACTED]

Approved: uym

Brief Description of Communication Faxed: \_\_\_\_\_

265A-NY-259028-SUB FF3

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| [REDACTED]     | RSK     |

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b7C

b7C

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U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to  
File No.

26 Federal Plaza  
New York, New York 10278  
May 27, 1997

Office of the Armed Forces Medical Examiner  
[REDACTED] Medical Examiner  
1413 Research Boulevard  
Rockville, Maryland 20850

b7c

Re: National Transportation Safety Board (NTSB)  
letter dated May 23, 1997, to the Office of  
the Armed Forces Medical Examiner

Dear [REDACTED]

b7c

In furtherance of an ongoing investigation being conducted by the Federal Bureau of Investigation (FBI) in conjunction with the NTSB into the matter of Transworld Airlines (TWA) Flight 800, the FBI will incur all expenses (i.e. travel, lodging, etc.) for the services of two (2) pathologists from the Armed Forces Institute of Pathology (AFIP) which have been requested by [REDACTED] the senior medical consultant to the FBI and NTSB on this matter.

The FBI recognizes that AFIP pathologists' services will be required for a period of two to three weeks during the months of June and July 1997.

Your cooperation in this matter is appreciated.

Sincerely,

JAMES K. KALLSTROM  
Assistant Director in Charge

b7c

by: [REDACTED]

Supervisory Special Agent

4-13-00

SP5/KC/PA

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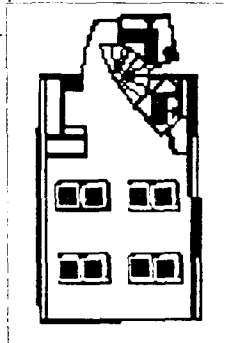
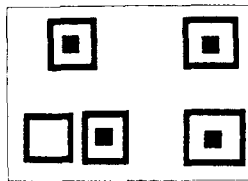
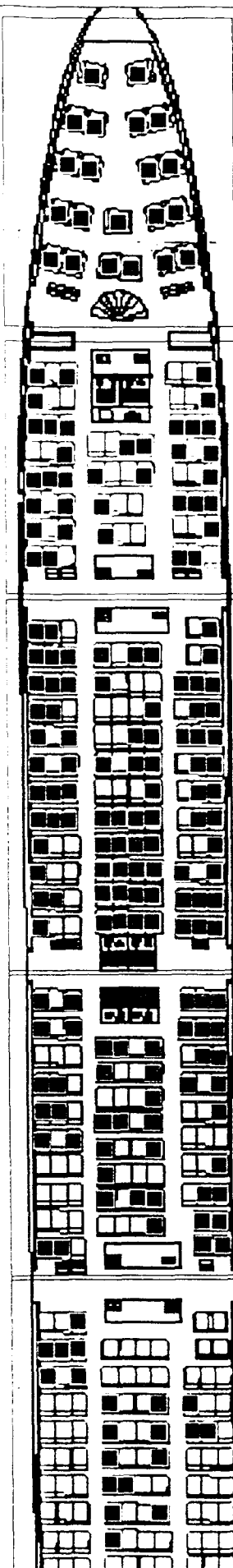
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Title:

Reference

(Communication Enclosing Material)

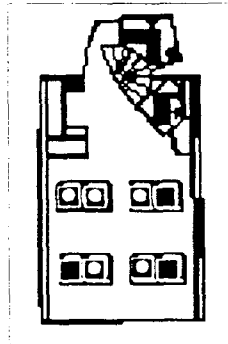
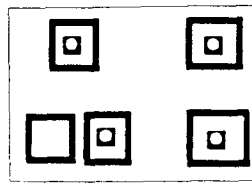
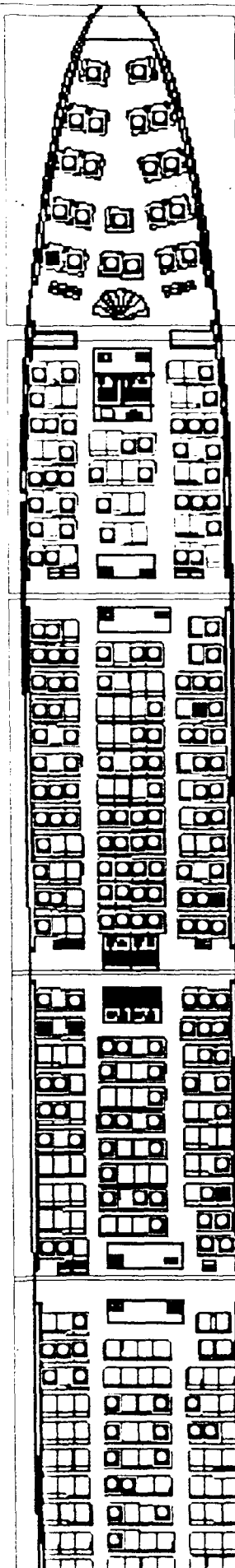
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## Chart 4.1 Assigned Seats (216)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.



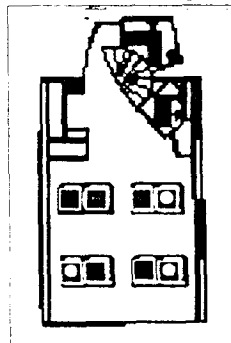
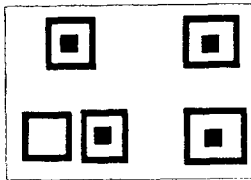
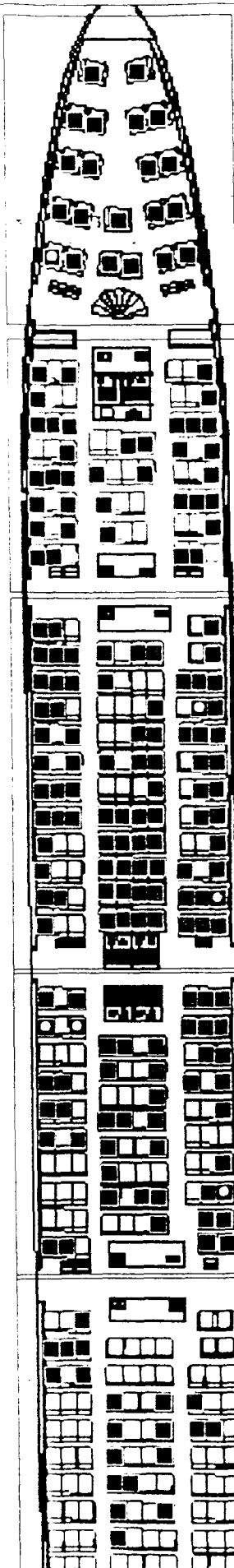
## Chart 4.2 Assigned Seats with Recovered Victims

- ⊙ Recovered victims (207)
- Assigned seats (216)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.



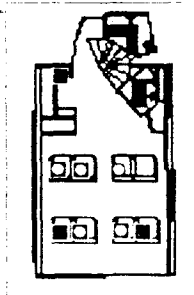
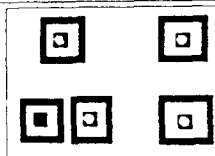
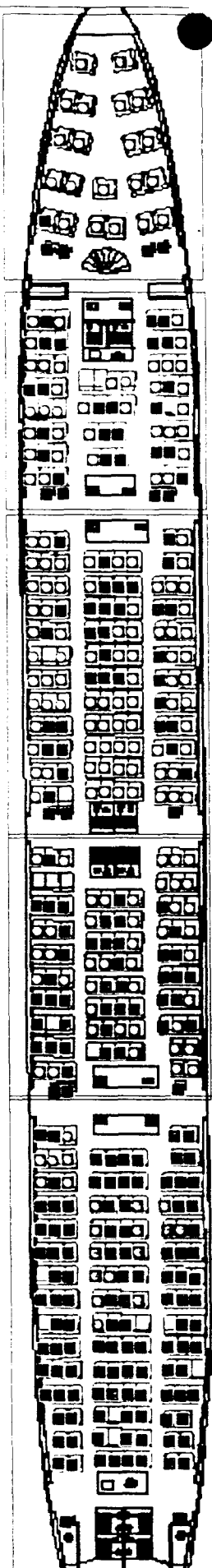


## Chart 4.3 Assigned Seats with Unrecovered Victims

- Unrecovered victims (9)
- Assigned seats (216)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.

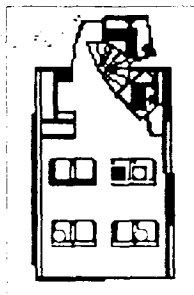
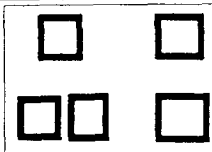
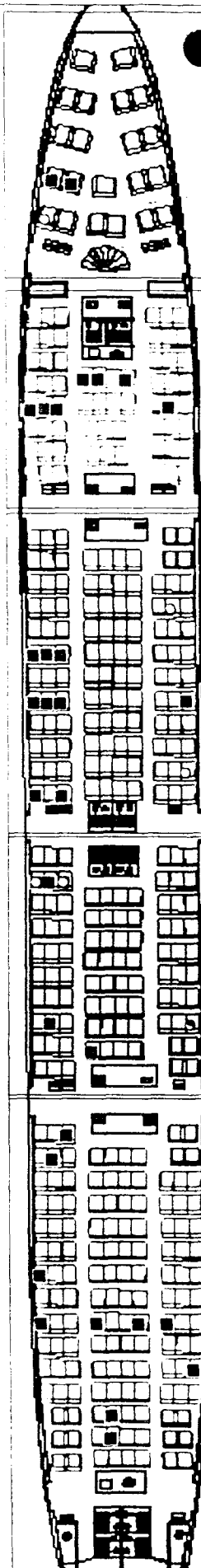


## Chart 4.4 Seats and Victims Recovered

- Recovered victims (207)
- Recovered seats (420)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.

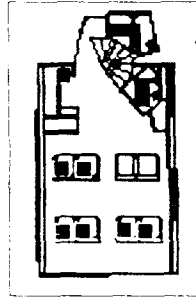
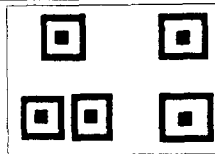
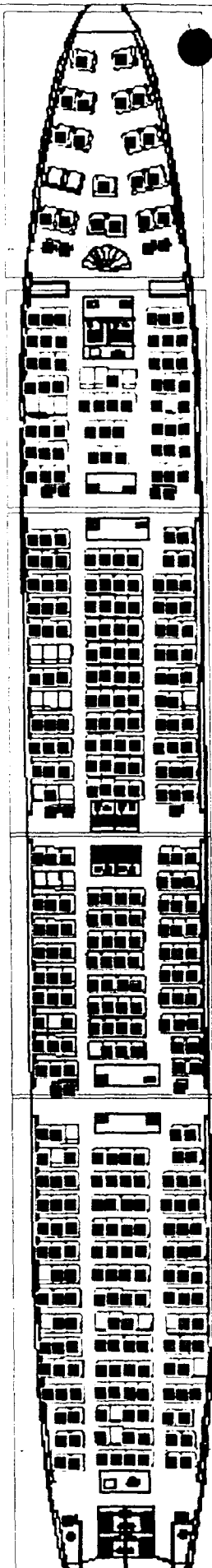


## Chart 4.5 Seats and Victims Not Recovered

- ✕ Victims not recovered (9)
- Seats not recovered (35)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.



## Chart 4.6 Recovered Seats and Fire Damaged Seats

- Fire Damaged Seats (66)
- Recovered seats (420)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.

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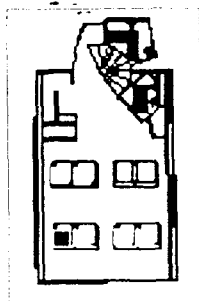
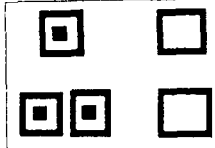
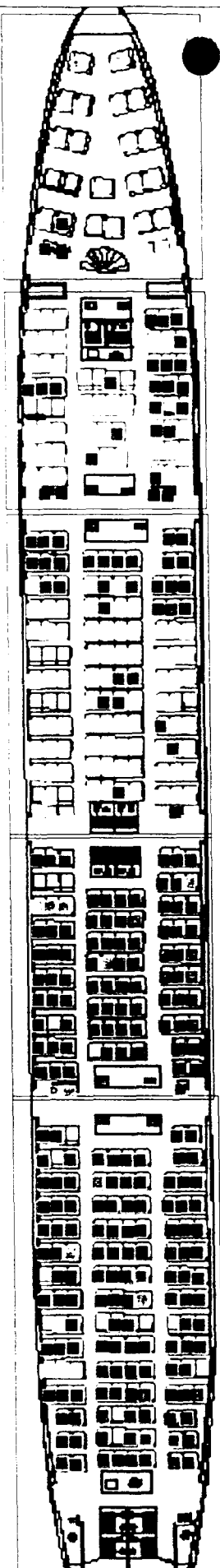
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## Chart 4.8 Seat Damage

- Minimal (17)
- Moderate (33)
- Severe (28)
- Destroyed (157)
- Fragmented (185)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure.

The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.

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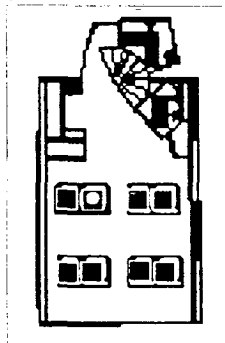
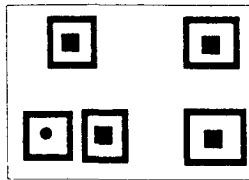
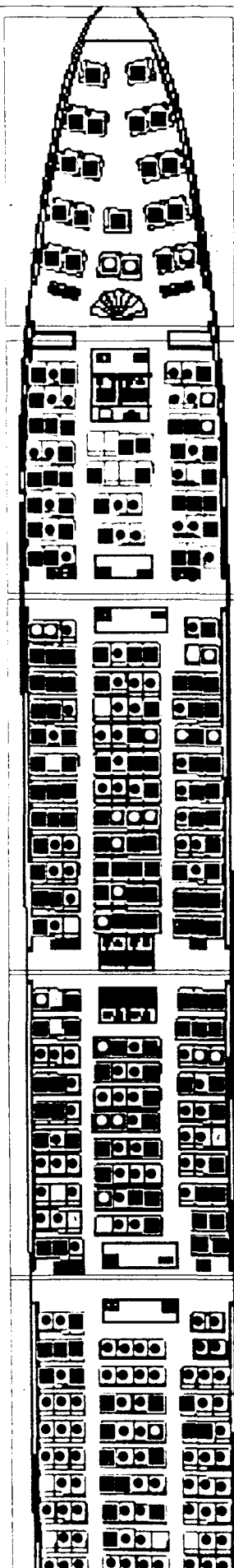
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## Chart 4.10 Evidence of Seat Restraint Use

- Yes (23)
- ⊕ Likely (34)
- Possible (40)
- Unknown (323)
- Assigned Seats (216)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.



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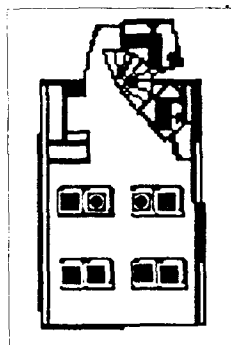
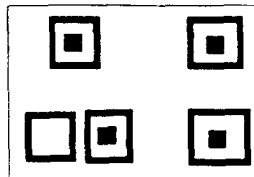
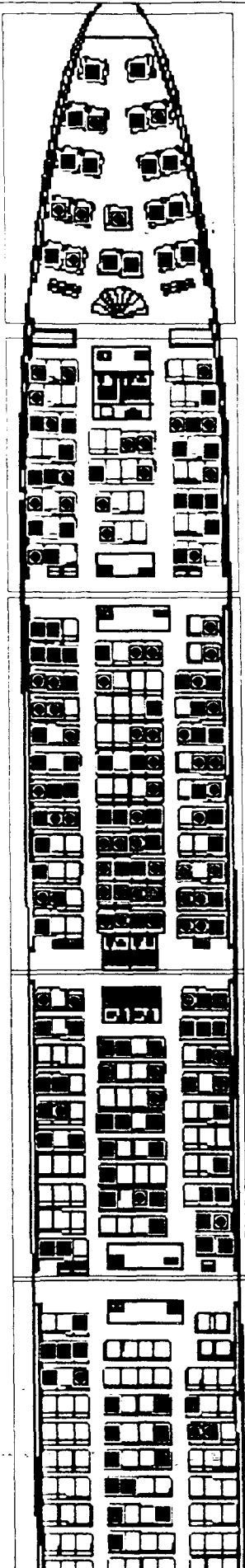
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## Chart 4.12 Floater/Assigned Seats

- Floaters (88)
- Assigned Seats (216)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure.

The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.

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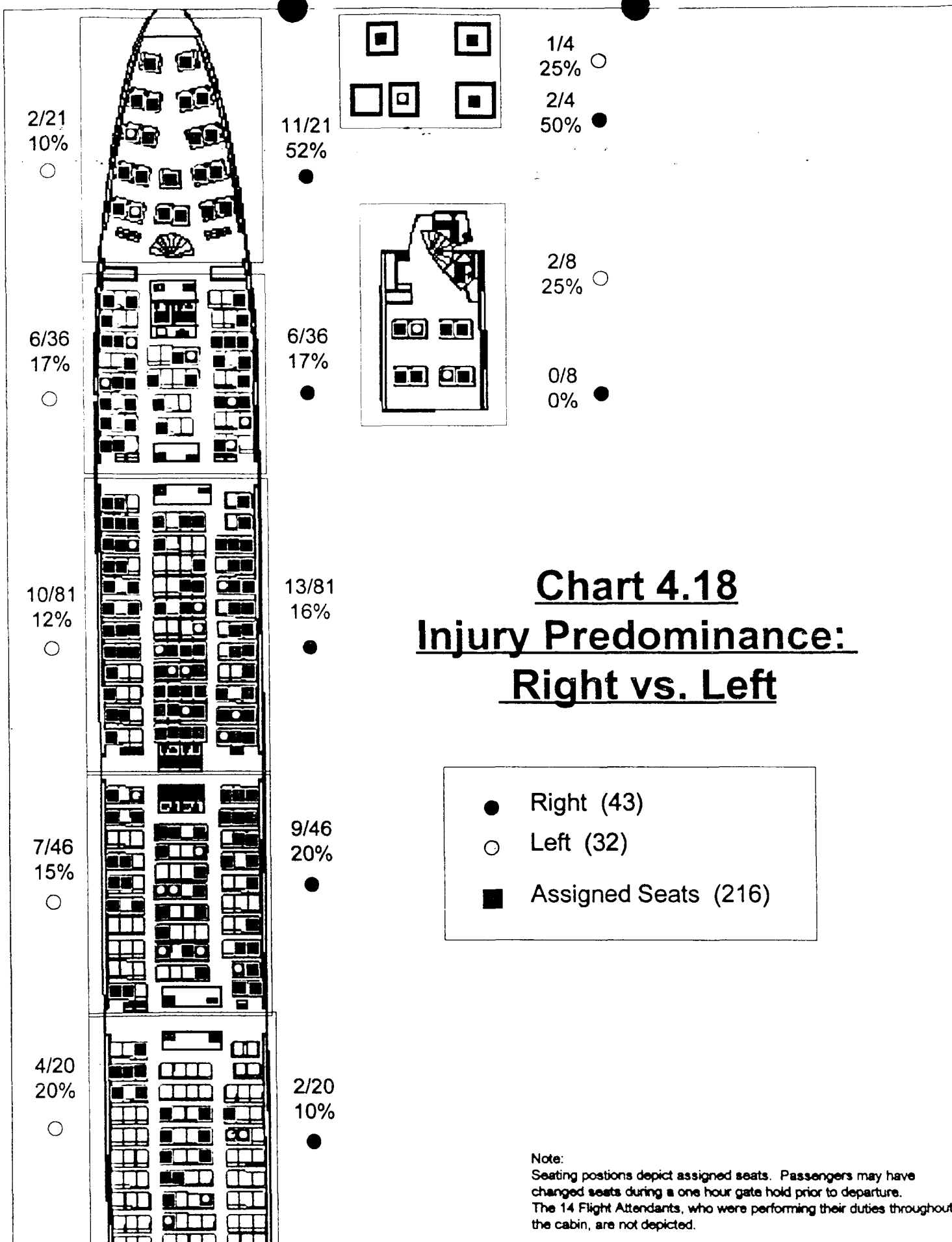
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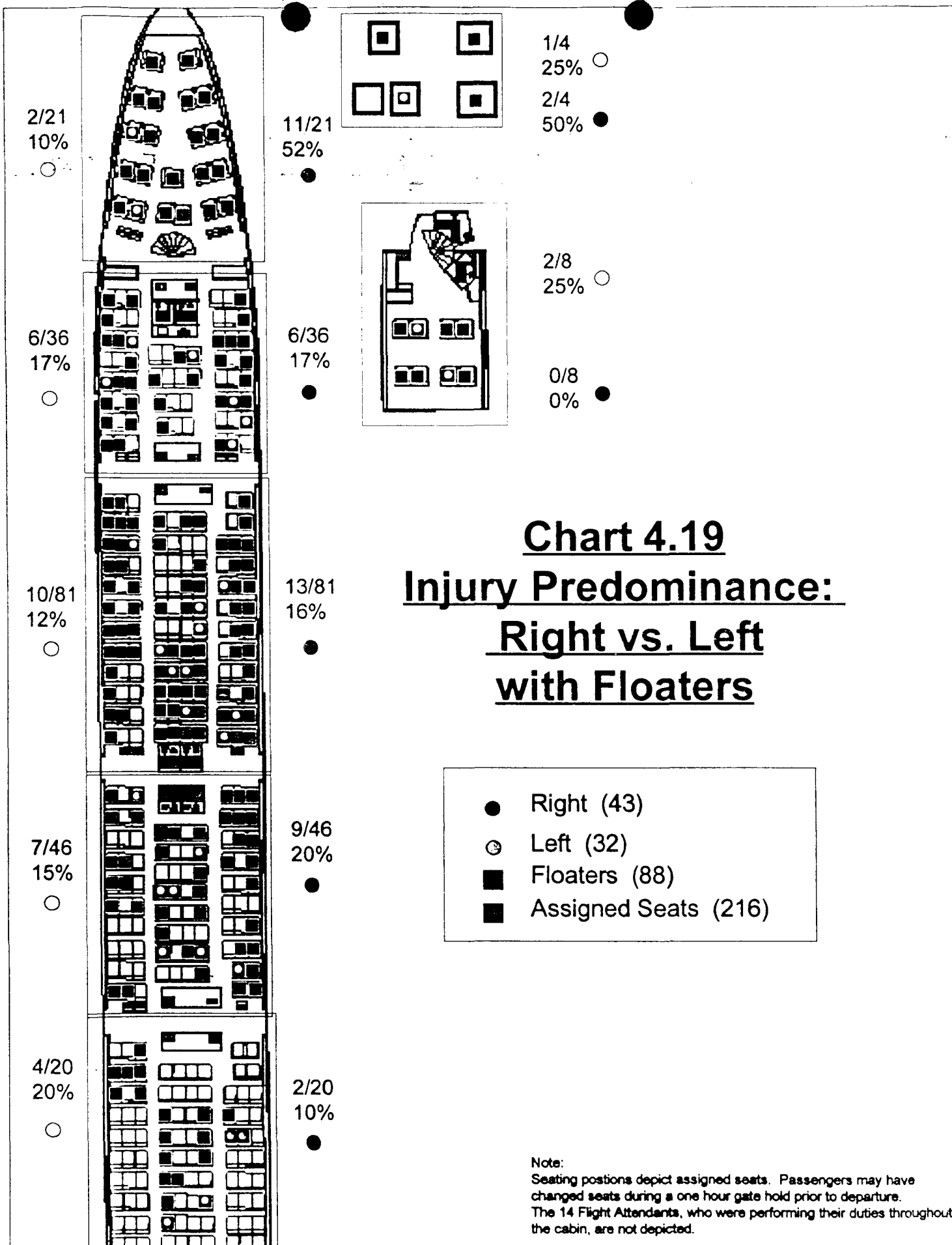
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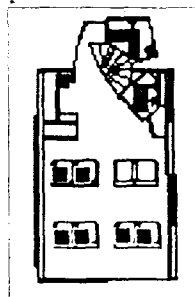
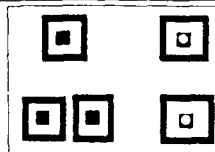
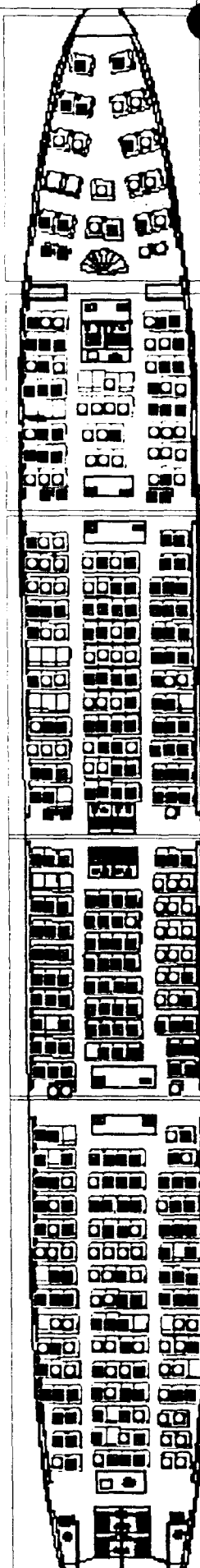
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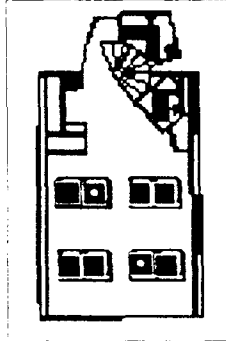
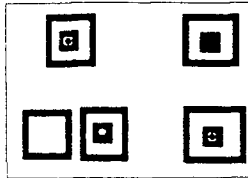
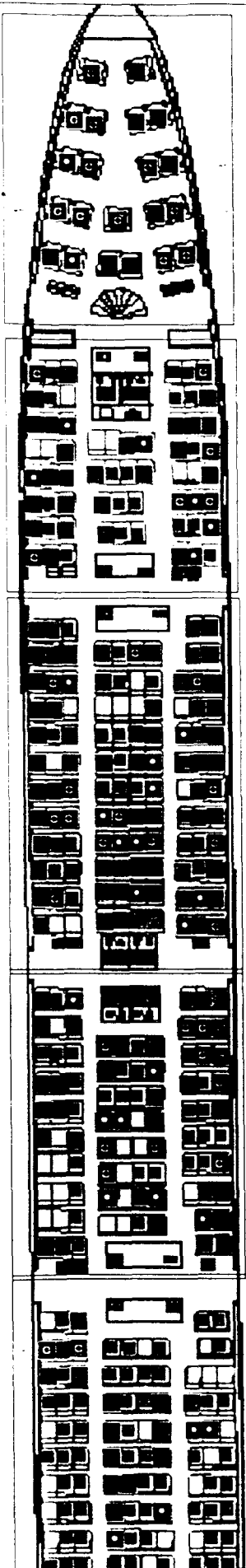


## Chart 4.20 Seat Deformation: Right vs. Left

- Right Force Vector (191)
- ⊗ Left Force Vector (151)
- Recovered seats (422)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.



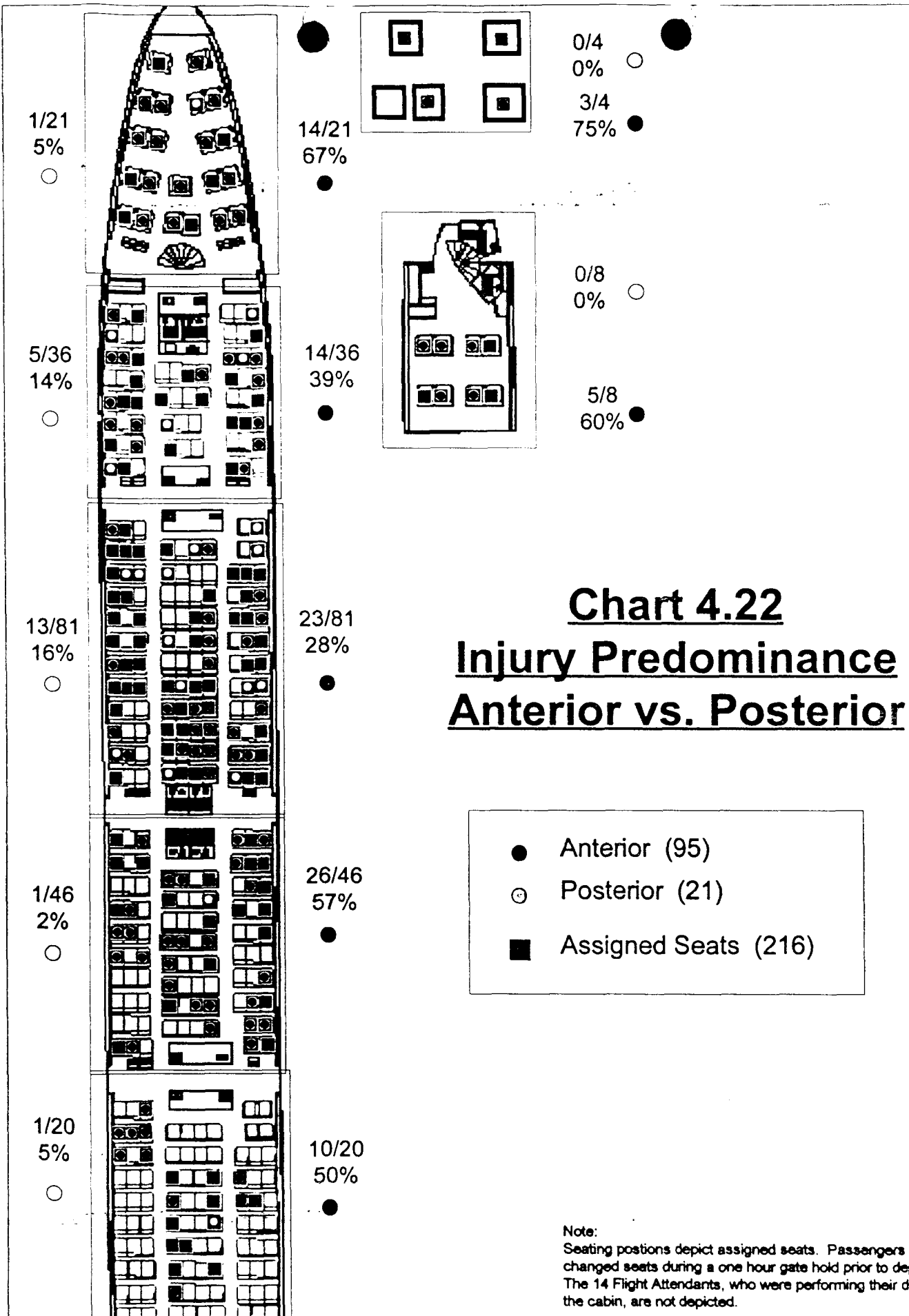
## Chart 4.21 Right vs. Left Injury Predominance and Seat Deformation

- Right Injury (43)
- Left Injury (32)
- Right Force Vector (191)
- Left Force Vector (151)
- Assigned Seats (216)

Seat deformation was determined by visual observation. The orientation of the examination was facing forward and deformation was indicated by the direction in which a given component(s) were bent.

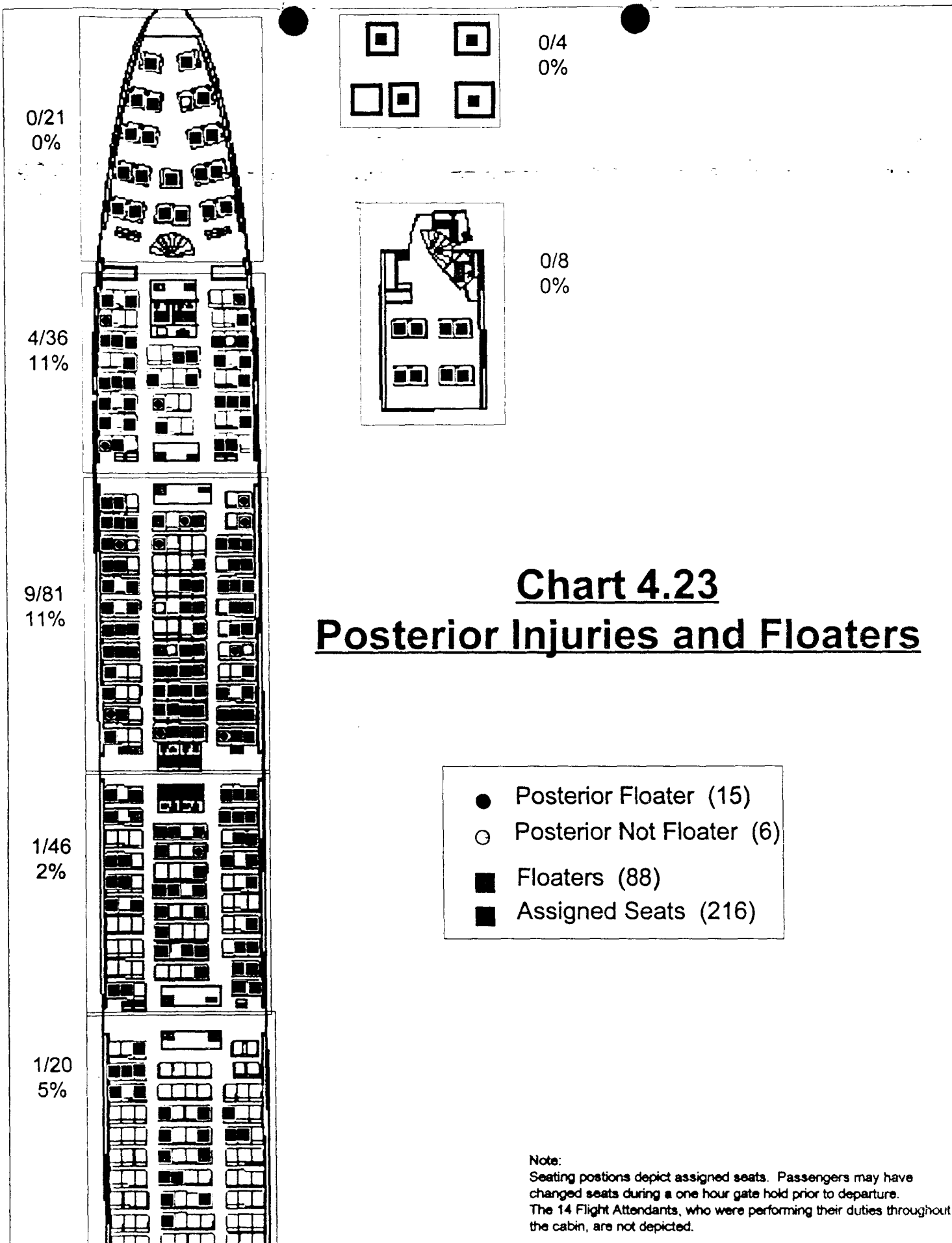
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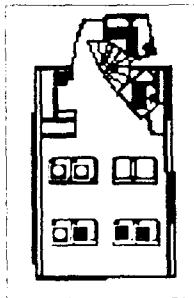
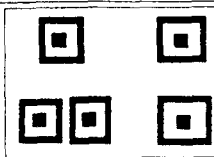
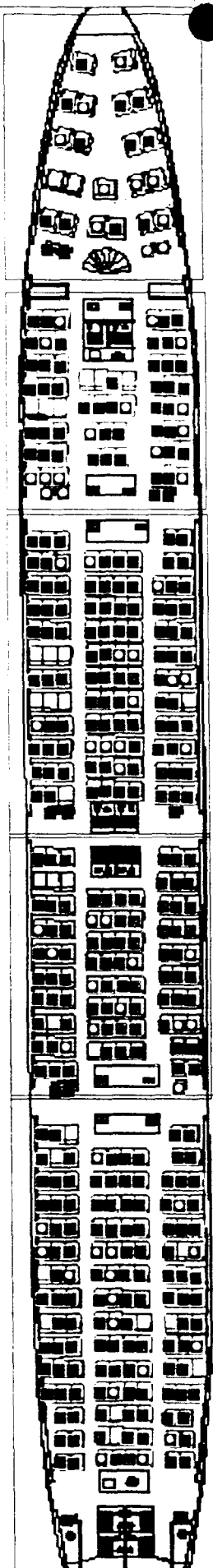
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Note:  
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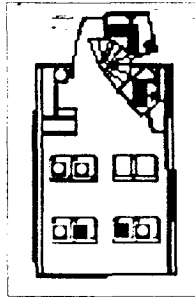
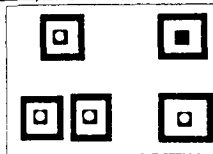
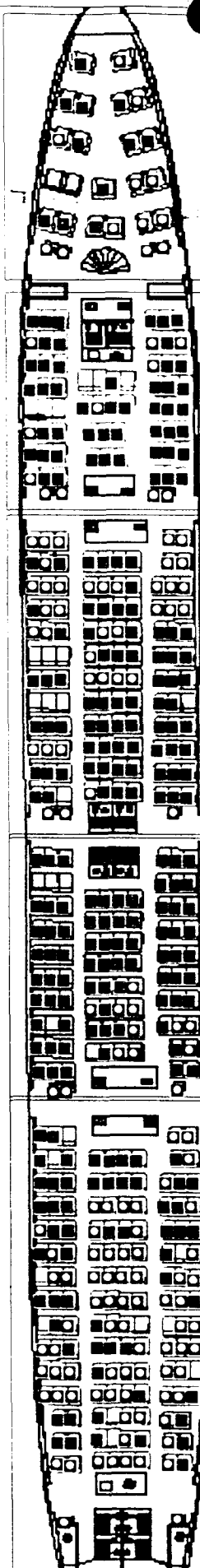
## Chart 4.24 Seat Deformation: Fore vs. Aft

- Fore Force Vector (250)
- Aft Force Vector (72)
- Recovered seats (422)

Seat deformation was determined by visual observation. The orientation of the examination was facing forward and deformation was indicated by the direction in which a given component(s) were bent.

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.



## Chart 4.25 Seat Deformation: Up vs. Down

- Up Force Vector (164)
- Down Force Vector (157)
- Recovered seats (422)

Seat deformation was determined by visual observation. The orientation of the examination was facing forward and deformation was indicated by the direction in which a given component(s) were bent.

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.

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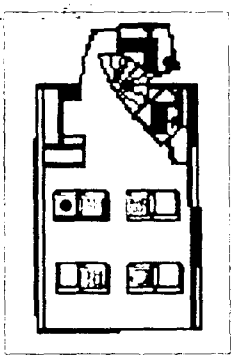
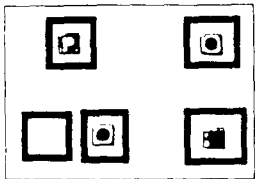
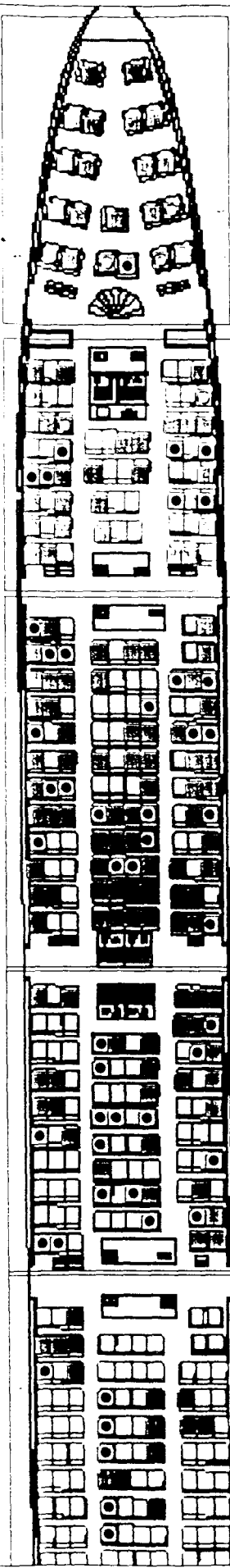
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## Chart 4.29 Area of Recovery and Recovered Victims

### Area of Recovery

- 3 (36)
- 2 (7)
- 1 (16)

■ Recovered victims (207)

Note:  
 Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure.  
 The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.

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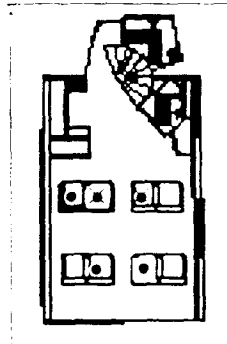
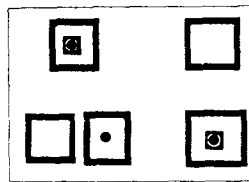
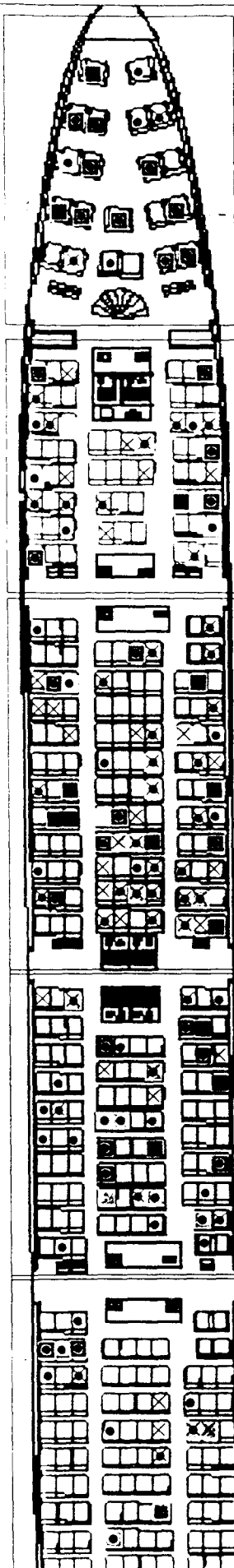
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# Chart 4.c Floater's with Injury Predominance: Anterior vs. Posterior, Right vs. Left

- Anterior (95)
- Posterior (21)
- Right (43)
- Left (32)
- x Floater's (88)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure. The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.

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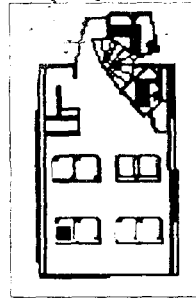
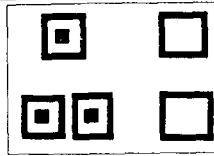
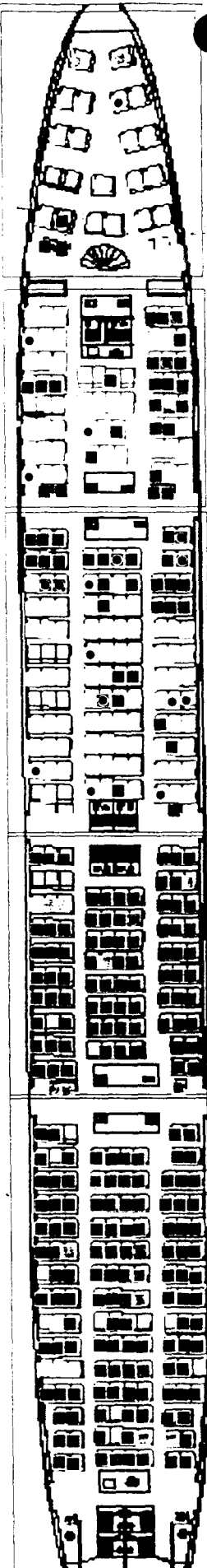
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## Chart 4.f Posterior Injury and Seat Damage

- Minimal (17)
- Moderate (33)
- Severe (28)
- Destroyed (157)
- Fragmented (185)
- Posterior Injuries (21)

**Note:**

Seating positions depict assigned seats. Passengers may have changed seats during a one hour gate hold prior to departure.

The 14 Flight Attendants, who were performing their duties throughout the cabin, are not depicted.

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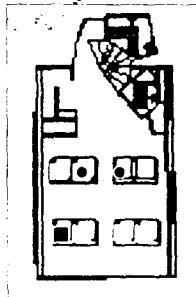
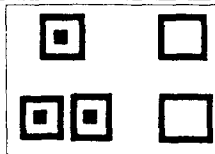
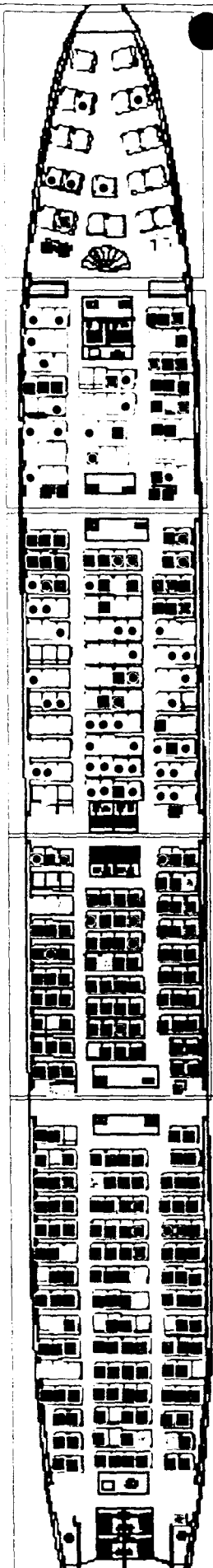
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## Chart 4.h Floater and Seat Damage

- Minimal (17)
- Moderate (33)
- Severe (28)
- Destroyed (157)
- Fragmented (185)
- Floater (88)

**Note:**

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Date: 07/29/1996

To: NEW YORK

Attn: SAC, DIVISION I

From: NEW YORK

I-46, DIVISION I

Contact: SA [REDACTED]

**b7c**

Approved By: [REDACTED]

Drafted By: [REDACTED] cmg

File Number(s): 265A-NY-259028 (Pending)

Title: UNSUB(S); EXPLOSION OF TWA FLIGHT 800 ON 7/17/96;  
AOT-IT;EID; OO:NY

Synopsis: SUB-FILE ADMINISTRATION

Details: In addition to the main file, the following is a listing of sub files for captioned matter:

- SUB A. Outgoing communications.
- SUB B. Incoming communications.
- SUB C. Administrative Matters.
- SUB D. Lead Sheets - Copies of all lead sheets.
  - D1. 800 Generated Leads
  - D2. Internet Generated Leads
  - D3. Miscellaneous Lead - No action to be taken.
- SUB E. Secret - To maintain classified information.
- SUB F. Press releases and news clippings.
- SUB G. Searches
  - G1. Moriches recovery - reclass to FF.
  - G2. Articles received from JFK Airport.
- SUB H. Claims of responsibilities.
- SUB I. Logs - copies of Daily Activity Log.
- SUB J. Top Secret - maintained in I-46 safe.

265A-NY-259028-SUB

**FF2-**

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Re: 265A-NY-259028, 07/29/1996

SUB K. Investigative reports of outside Agencies/Police Departments.

SUB FD302 The original and one copy of FD302's.

SUB INS The original and one copy of inserts.

SUB BC Background checks.

SUB CE Draft requests and financial related documents.

SUB LAB Lab reports.

SUB SPB Copies of subpoenas issued.

SUB TEL Telephone subscriber and toll information.

SUB AA. Flight Related investigative matters.  
AA1. Flight 800 passenger manifest.  
AA2. Interviews  
AA3. Flight 800 cargo manifest.  
AA4. Flight 881 passenger manifest.  
AA5. Flight 881 cargo manifest.  
AA6. Maintenance Flight 800.

SUB BB. Previous bomb threats and related matters.

SUB CC. Possible missile attack.  
CC1. Interviews - Land Canvass  
CC2. Interviews - Technical Data  
CC3. Interviews - Vessels and Aircraft  
CC4. Interviews - Marinas  
CC5. Stolen Crafts  
CC6. Police Canvass - Unusuals

SUB DD. Airport Related/Port Authority  
DD1. [REDACTED] Information  
DD2. Pay Telephone Dumps  
DD3. Stolen/Abandoned vehicles at airports

SUB EE. Manifest of International Flights.

SUB FF. Recovery effort - Moriches/Grumman  
FF1. Copies of Outgoing Leads/Lab Request  
FF2. Lab reports  
FF3. Medical Examiner Reports

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FF4. Temporary Morgue Reports  
FF5. Dive Sheet/Logs

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Page(s) withheld inasmuch as a final release determination has not been made. You will be advised as to the disposition at a later date.

Pages were not considered for release as they are duplicative of \_\_\_\_\_

Page(s) withheld for the following reason(s): \_\_\_\_\_

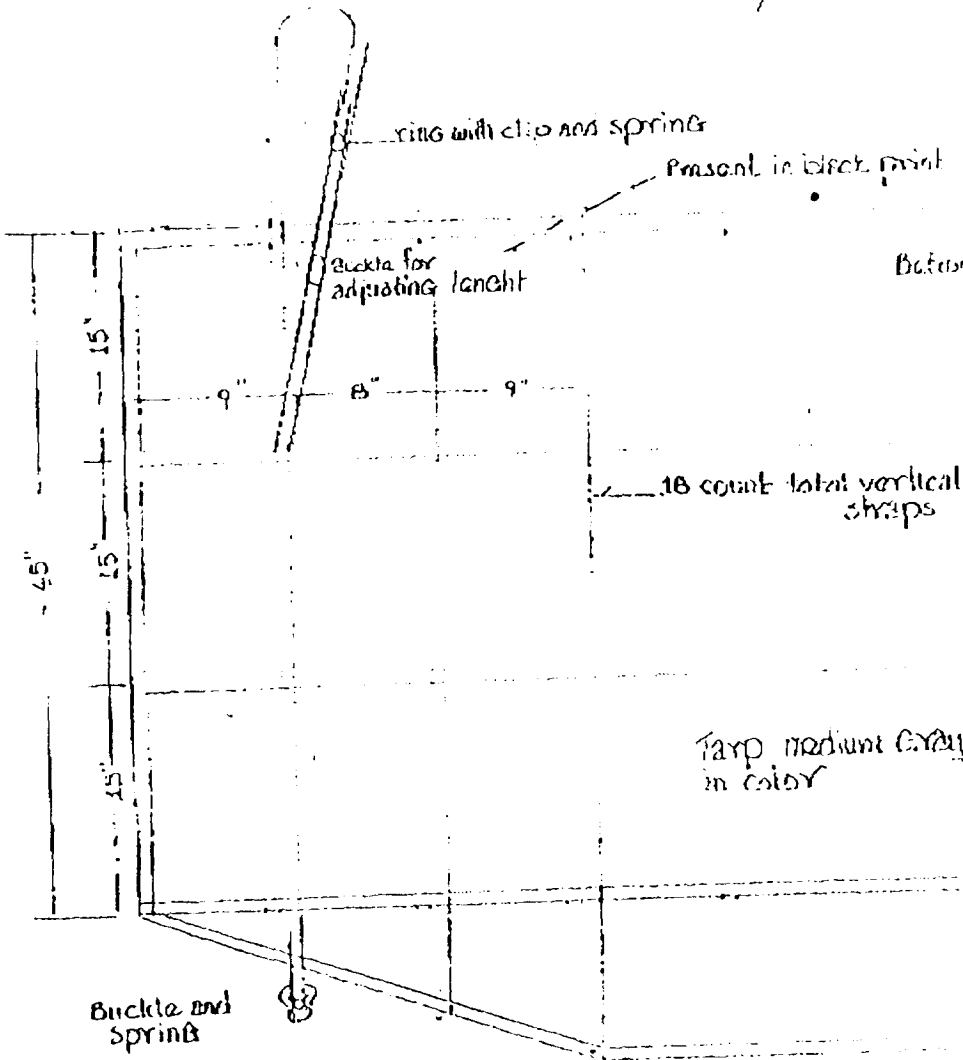
- ☒ The following number is to be used for reference regarding these pages:

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dated 7/23/96

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Between 9<sup>th</sup> and 10<sup>th</sup> Vertical straps in white print

up  
to  
10<sup>th</sup>  
strap

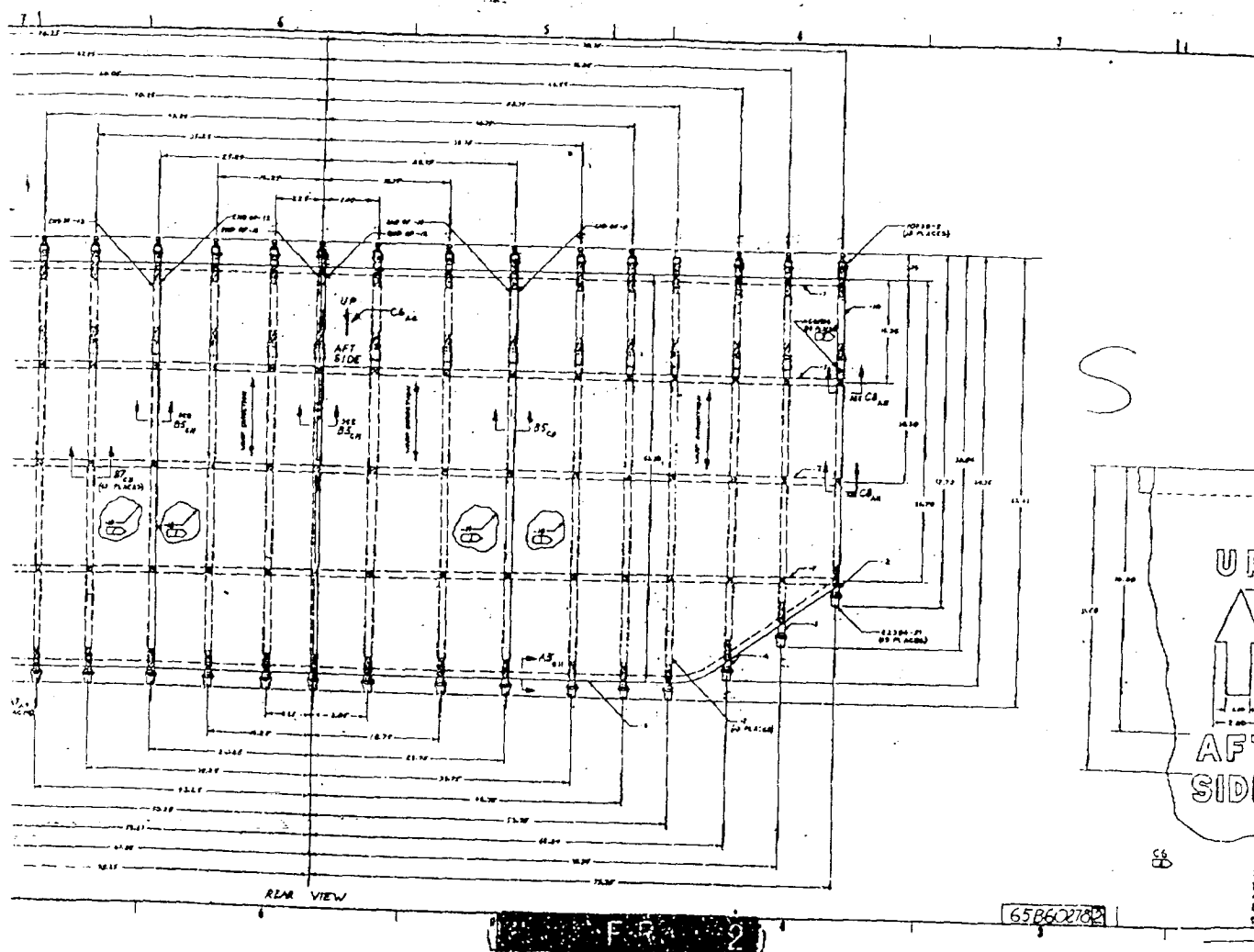
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| FBI - NEW YORK |         |

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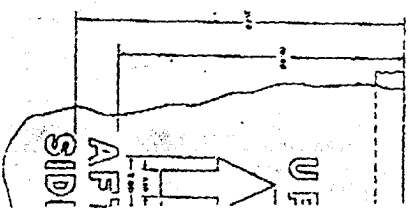
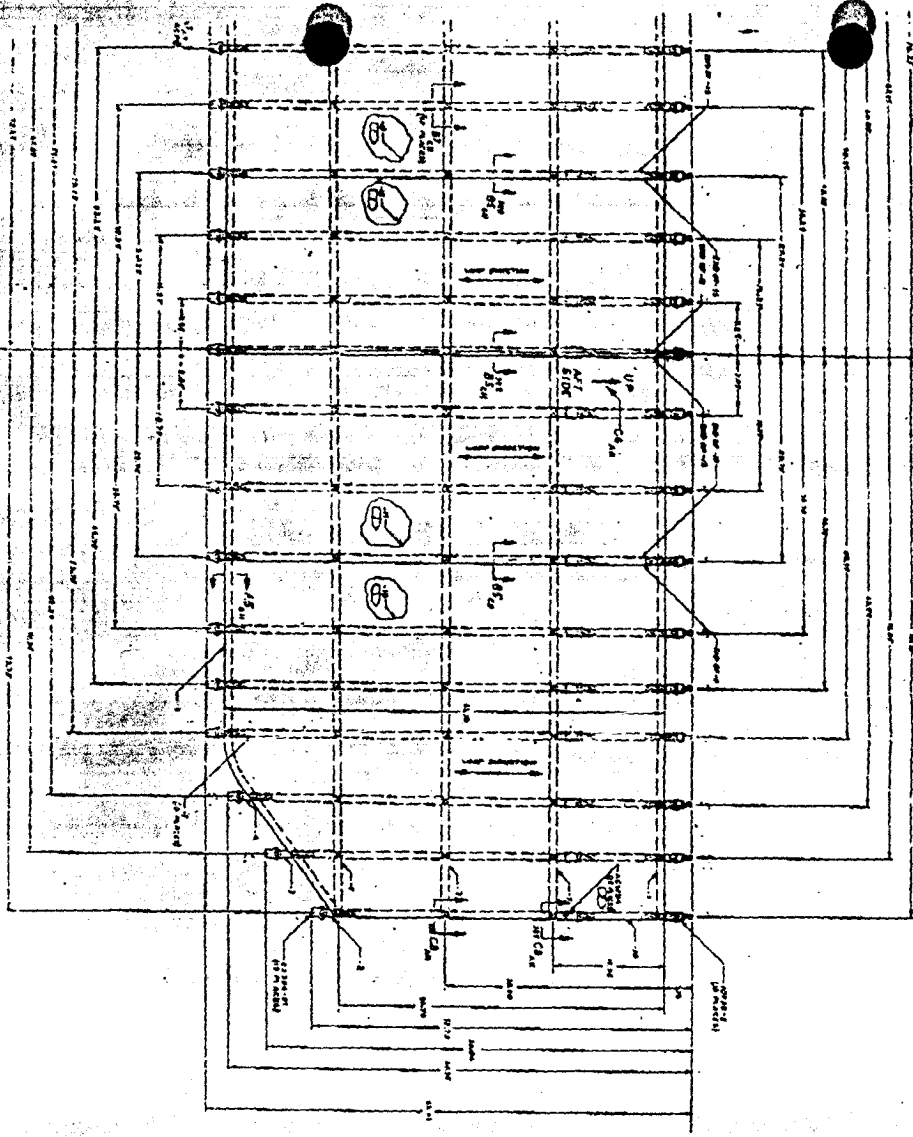
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| PARTS LIST              |                               | BOEING  |                    | CORPORATE OFFICES<br>SEATTLE, WA 98124               |  | FSCM<br>81205      | REV. DATE<br>11-19-92 | PL 8560278 | REV LTR<br>A      |
|-------------------------|-------------------------------|---|--------------------|--|--|--------------------|-----------------------|------------|-------------------|
| LIST<br>TITLE           |                               | DIVIDER ASSY - STATION 1920, BULK CARGO COMPT |                    |  |  | GROUP<br>CARGO SYS | CONTRACT NUMBER       |            | SHT. 4 OF 10 SHTS |
| ASSEMBLY BREAKDOWN LIST |                               |   |                    |  |  |                    |                       |            |                   |
| QTY<br>REQD             | PART OR<br>IDENTIFYING NUMBER | NOMENCLATURE OR<br>DESCRIPTION                | NOTE NOTES<br>CODE | REV<br>SYM   |  |                    |                       |            |                   |
| -                       | -1                            | DIVIDER ASSY                                  | - MD               | PT MK C  |  |                    |                       |            |                   |
| -                       | -22                           | DIVIDER ASSY                                  | - DP               | DRAWING PICTURE SHEET 2, 3                           |  |                    |                       |            |                   |
| -                       | WALS3147                      | PROCESS SPEC                                  | - MD               | ZONE 1A6 PT MK C                                     |  |                    |                       |            |                   |
|                         |                               |   | - DP               | DRAWING PICTURE SHEET 2, 3                           |  |                    |                       |            |                   |
| -----                   |                               |   |                    |  |  |                    |                       |            |                   |
| ASSY                    | -1                            | DIVIDER ASSY                                  | - MD               | PT MK C  |  |                    |                       |            |                   |
| 1                       | -10                           | NYLON FABRIC                                  | - DP               | DRAWING PICTURE SHEET 2, 3                           |  |                    |                       |            |                   |
|                         |                               |   | - MD               | STOCK 54 X 65  |  |                    |                       |            |                   |
|                         |                               |   |                    | DANTEX 1300, COLOR - FLAT GRAY BAC704, C.R. DANIELS  |  |                    |                       |            |                   |
|                         |                               |   |                    | CO. SEATTLE, WASH CODE IDENT 03369-3 OPTIONAL        |  |                    |                       |            |                   |
|                         |                               |   |                    | MATERIAL ARMOR SHELL LIGHT GRAY STOCK L13, COOLEY    |  |                    |                       |            |                   |
|                         |                               |   |                    | INC. PAWTUCKET, RHODE ISLAND, 02860                  |  |                    |                       |            |                   |
|                         |                               |   | MI                 | MATERIAL IDENTIFIER AND TEST REQMT CODE C0030-873-2L |  |                    |                       |            |                   |
|                         |                               |   | GA                 | FABRIC DIMENSIONS APPROXIMATE, MAKE TO FIT. SEW WITH |  |                    |                       |            |                   |
|                         |                               |   |                    | TEXTURED SIDE OF FABRIC TO NEAR SIDE                 |  |                    |                       |            |                   |
| 1                       | -11                           | NYLON FABRIC                                  | - MD               | PT MK R  |  |                    |                       |            |                   |
|                         |                               |   |                    | STOCK 10 X 65  |  |                    |                       |            |                   |
|                         |                               |   |                    | DANTEX 1300, COLOR - FLAT GRAY BAC704, C.R. DANIELS  |  |                    |                       |            |                   |
|                         |                               |   |                    | CO. SEATTLE, WASH CODE IDENT 03369-3 OPTIONAL        |  |                    |                       |            |                   |
|                         |                               |   |                    | MATERIAL ARMOR SHELL LIGHT GRAY STOCK L13, COOLEY    |  |                    |                       |            |                   |
|                         |                               |   |                    | INC. PAWTUCKET, RHODE ISLAND, 02860                  |  |                    |                       |            |                   |
|                         |                               |   | MI                 | MATERIAL IDENTIFIER AND TEST REQMT CODE C0030-873-2L |  |                    |                       |            |                   |
|                         |                               |   | GA                 | FABRIC DIMENSIONS APPROXIMATE, MAKE TO FIT. SEW WITH |  |                    |                       |            |                   |
|                         |                               |   |                    | TEXTURED SIDE OF FABRIC TO NEAR SIDE                 |  |                    |                       |            |                   |
| 1                       | -12                           | NYLON FABRIC                                  | - MD               | PT MK R  |  |                    |                       |            |                   |
|                         |                               |   |                    | STOCK 30 X 65  |  |                    |                       |            |                   |
|                         |                               |   |                    | DANTEX 1300, COLOR - FLAT GRAY BAC704, C.R. DANIELS  |  |                    |                       |            |                   |
|                         |                               |   |                    | CO. SEATTLE, WASH CODE IDENT 03369-3 OPTIONAL        |  |                    |                       |            |                   |
|                         |                               |   |                    | MATERIAL ARMOR SHELL LIGHT GRAY STOCK L13, COOLEY    |  |                    |                       |            |                   |
|                         |                               |   |                    | INC. PAWTUCKET, RHODE ISLAND, 02860                  |  |                    |                       |            |                   |
|                         |                               |   | MI                 | MATERIAL IDENTIFIER AND TEST REQMT CODE C0030-873-2L |  |                    |                       |            |                   |
|                         |                               |   | GA                 | FABRIC DIMENSIONS APPROXIMATE, MAKE TO FIT. SEW WITH |  |                    |                       |            |                   |
|                         |                               |   |                    | TEXTURED SIDE OF FABRIC TO NEAR SIDE                 |  |                    |                       |            |                   |
| 1                       | -13                           | NYLON FABRIC                                  | - MD               | PT MK R  |  |                    |                       |            |                   |
|                         |                               |   |                    | STOCK 34 X 65  |  |                    |                       |            |                   |
|                         |                               |   |                    | DANTEX 1300, COLOR - FLAT GRAY BAC704, C.R. DANIELS  |  |                    |                       |            |                   |
|                         |                               |   |                    | CO. SEATTLE, WASH CODE IDENT 03369-3 OPTIONAL        |  |                    |                       |            |                   |
|                         |                               |   |                    | MATERIAL ARMOR SHELL LIGHT GRAY STOCK L13, COOLEY    |  |                    |                       |            |                   |
|                         |                               |   |                    | INC. PAWTUCKET, RHODE ISLAND, 02860                  |  |                    |                       |            |                   |
|                         |                               |   | MI                 | MATERIAL IDENTIFIER AND TEST REQMT CODE C0030-873-2L |  |                    |                       |            |                   |
|                         |                               |   | GA                 | FABRIC DIMENSIONS APPROXIMATE, MAKE TO FIT. SEW WITH |  |                    |                       |            |                   |
|                         |                               |   |                    | TEXTURED SIDE OF FABRIC TO NEAR SIDE                 |  |                    |                       |            |                   |
| ASSY                    | -1                            |   | - MD               | PT MK R  |  |                    |                       |            |                   |
|                         |                               |   |                    | STOCK 34 X 65  |  |                    |                       |            |                   |
|                         |                               |   |                    | DANTEX 1300, COLOR - FLAT GRAY BAC704, C.R. DANIELS  |  |                    |                       |            |                   |
|                         |                               |   |                    | CO. SEATTLE, WASH CODE IDENT 03369-3 OPTIONAL        |  |                    |                       |            |                   |
|                         |                               |   |                    | MATERIAL ARMOR SHELL LIGHT GRAY STOCK L13, COOLEY    |  |                    |                       |            |                   |
|                         |                               |   |                    | INC. PAWTUCKET, RHODE ISLAND, 02860                  |  |                    |                       |            |                   |
|                         |                               |   | MI                 | MATERIAL IDENTIFIER AND TEST REQMT CODE C0030-873-2L |  |                    |                       |            |                   |
|                         |                               |   | GA                 | FABRIC DIMENSIONS APPROXIMATE, MAKE TO FIT. SEW WITH |  |                    |                       |            |                   |
|                         |                               |   |                    | TEXTURED SIDE OF FABRIC TO NEAR SIDE                 |  |                    |                       |            |                   |
|                         |                               |   |                    | (CONTINUED ON NEXT PAGE)                             |  |                    |                       |            |                   |

BOEING PROPRIETARY - SEE FRONT COVER FOR RESTRICTIONS ON DATA USE OR DISCLOSURE.

| PARTS LIST    |                               | BOEING  |            | CORPORATE OFFICES<br>SEATTLE, WA 98124  |                                 | FSCM<br>81205      | REV. DATE<br>11-19-92 | PL 8560278 | REV. LTR<br>A        |
|---------------|-------------------------------|---|------------|---|---------------------------------|--------------------|-----------------------|------------|----------------------|
| LIST<br>TITLE |                               | DIVIDER ASSY - STATION 1920, BULK CARGO COMPT |            |   |                                 | GROUP<br>CARGO SYS | CONTRACT NUMBER       |            | SHT. 4 OF<br>10 SHTS |
| QTY<br>REQD   | PART OR<br>IDENTIFYING NUMBER | NOMENCLATURE OR<br>DESCRIPTION                | ASSY<br>-1 | NOTE<br>CODE  | (CONTINUED FROM PRECEDING PAGE) |                    |                       |            |                      |
| 1             | -14                           | THREAD NYLON                                  | - AR       | TEXTURED SIDE OF FABRIC TO NEAR SIDE  |                                 |                    |                       |            |                      |
|               |                               |   | CA         | QUANTITY AS REQUIRED  |                                 |                    |                       |            |                      |
| 2             | -2                            | WEDDING                                       | - MD       | SEW PER BACS437 TYPE 301, 7 PORM 1 STITCHES PER INCH.<br>NYLON THREAD PER PED SPEC V-T-295, TYPE 1, CLASS 1,<br>SIBB E, COLOR - FLAT GRAY BAC704<br>PT MK R |                                 |                    |                       |            |                      |
|               |                               |   |            | STOCK .062 X 1.00 X 73.0  |                                 |                    |                       |            |                      |
|               |                               |   |            | NYLON .06 X 1.00 PER MIL-W-4088 TYPE XVII TREATED PER<br>MIL-W-27265 CLASS R, COLOR - FLAT GRAY BAC704 (OR<br>EQUIVALENT)                                   |                                 |                    |                       |            |                      |
| 2             | -3                            | WEDDING                                       | MI         | MATERIAL IDENTIFIER AND TEST REQMT CODE C1805-003-2S  |                                 |                    |                       |            |                      |
|               |                               |   | GA         | SEAR ENDS TO PREVENT UNRAVELLING  |                                 |                    |                       |            |                      |
|               |                               |   | - MD       | PT MK R   |                                 |                    |                       |            |                      |
|               |                               |   |            | STOCK .062 X 1.00 X 78.0  |                                 |                    |                       |            |                      |
|               |                               |   |            | NYLON .06 X 1.00 PER MIL-W-4088 TYPE XVII TREATED PER<br>MIL-W-27265 CLASS R, COLOR - FLAT GRAY BAC704 (OR<br>EQUIVALENT)                                   |                                 |                    |                       |            |                      |
| 2             | -4                            | WEDDING                                       | MI         | MATERIAL IDENTIFIER AND TEST REQMT CODE C1805-003-2S  |                                 |                    |                       |            |                      |
|               |                               |   | GA         | SEAR ENDS TO PREVENT UNRAVELLING  |                                 |                    |                       |            |                      |
|               |                               |   | - MD       | PT MK R   |                                 |                    |                       |            |                      |
|               |                               |   |            | STOCK .062 X 1.00 X 84.0  |                                 |                    |                       |            |                      |
|               |                               |   |            | NYLON .06 X 1.00 PER MIL-W-4088 TYPE XVII TREATED PER<br>MIL-W-27265 CLASS R, COLOR - FLAT GRAY BAC704 (OR<br>EQUIVALENT)                                   |                                 |                    |                       |            |                      |
| 13            | -5                            | WEDDING                                       | MI         | MATERIAL IDENTIFIER AND TEST REQMT CODE C1805-003-2S  |                                 |                    |                       |            |                      |
|               |                               |   | GA         | SEAR ENDS TO PREVENT UNRAVELLING  |                                 |                    |                       |            |                      |
|               |                               |   | - MD       | PT MK R   |                                 |                    |                       |            |                      |
|               |                               |   |            | STOCK .062 X 1.00 X 98.0  |                                 |                    |                       |            |                      |
|               |                               |   |            | NYLON .06 X 1.00 PER MIL-W-4088 TYPE XVII TREATED PER<br>MIL-W-27265 CLASS R, COLOR - FLAT GRAY BAC704 (OR<br>EQUIVALENT)                                   |                                 |                    |                       |            |                      |
| 1             | -6                            | WEDDING                                       | MI         | MATERIAL IDENTIFIER AND TEST REQMT CODE C1805-003-2S  |                                 |                    |                       |            |                      |
|               |                               |   | GA         | SEAR ENDS TO PREVENT UNRAVELLING  |                                 |                    |                       |            |                      |
|               |                               |   | - MD       | PT MK R   |                                 |                    |                       |            |                      |
|               |                               |   |            | STOCK .062 X 1.00 X 180.0   |                                 |                    |                       |            |                      |
|               |                               |   |            | NYLON .06 X 1.00 PER MIL-W-4088 TYPE XVII TREATED PER<br>MIL-W-27265 CLASS R, COLOR - FLAT GRAY BAC704 (OR<br>EQUIVALENT)                                   |                                 |                    |                       |            |                      |
| 4             | -7                            | WEDDING                                       | MI         | MATERIAL IDENTIFIER AND TEST REQMT CODE C1805-003-2S  |                                 |                    |                       |            |                      |
|               |                               |   | GA         | SEAR ENDS TO PREVENT UNRAVELLING  |                                 |                    |                       |            |                      |
|               |                               |   | - MD       | PT MK R   |                                 |                    |                       |            |                      |
|               |                               |   |            | STOCK .062 X 1.00 X 170.0   |                                 |                    |                       |            |                      |
|               |                               |   |            | NYLON .06 X 1.00 PER MIL-W-4088 TYPE XVII TREATED PER<br>MIL-W-27265 CLASS R, COLOR - FLAT GRAY BAC704 (OR<br>EQUIVALENT)                                   |                                 |                    |                       |            |                      |

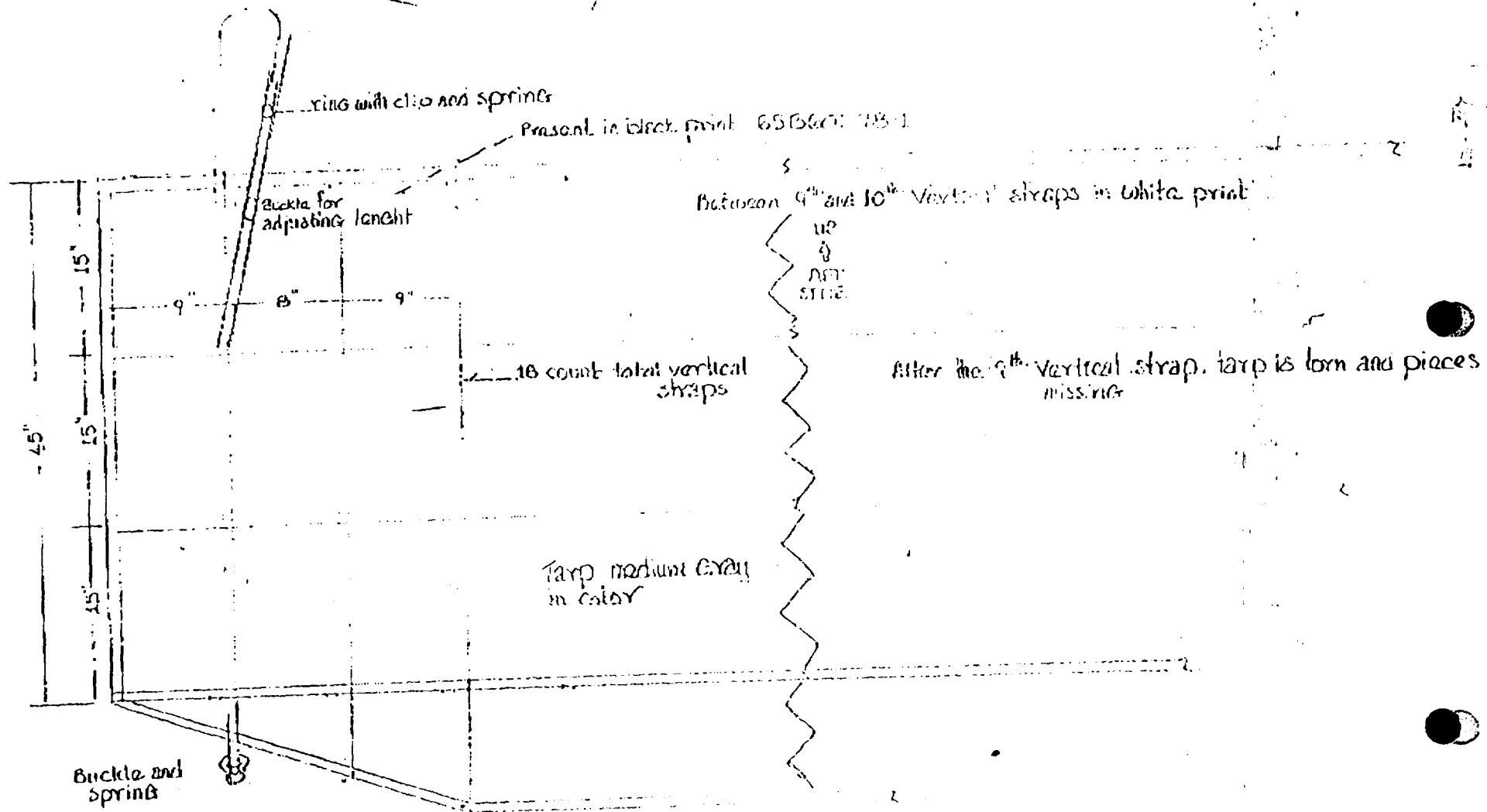


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DWG: 65B60278

Boeing Proprietary  
SH: 0002 REV: -

Not Valid After 09 26 1996  
Frame: 2 of 4

FBI LABORATORY



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FEDERAL BUREAU OF INVESTIGATION  
FOIPA  
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6 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

☐ Deletions were made pursuant to the exemptions indicated below with no segregable material available for release to you.

Section 552

Section 552a

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|---------------------------------|------------------------------------|---------------------------------|
| <input type="checkbox"/> (b)(1) | <input type="checkbox"/> (b)(7)(A) | <input type="checkbox"/> (d)(5) |
| <input type="checkbox"/> (b)(2) | <input type="checkbox"/> (b)(7)(B) | <input type="checkbox"/> (j)(2) |
| <input type="checkbox"/> (b)(3) | <input type="checkbox"/> (b)(7)(C) | <input type="checkbox"/> (k)(1) |
| _____                           | <input type="checkbox"/> (b)(7)(D) | <input type="checkbox"/> (k)(2) |
| _____                           | <input type="checkbox"/> (b)(7)(E) | <input type="checkbox"/> (k)(3) |
| _____                           | <input type="checkbox"/> (b)(7)(F) | <input type="checkbox"/> (k)(4) |
| <input type="checkbox"/> (b)(4) | <input type="checkbox"/> (b)(8)    | <input type="checkbox"/> (k)(5) |
| <input type="checkbox"/> (b)(5) | <input type="checkbox"/> (b)(9)    | <input type="checkbox"/> (k)(6) |
| <input type="checkbox"/> (b)(6) |                                    | <input type="checkbox"/> (k)(7) |

☐ Information pertained only to a third party with no reference to the subject of your request or the subject of your request is listed in the title only.

☒ Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

\_\_\_\_\_ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

\_\_\_\_\_ Page(s) withheld inasmuch as a final release determination has not been made. You will be advised as to the disposition at a later date.

\_\_\_\_\_ Pages were not considered for release as they are duplicative of \_\_\_\_\_

\_\_\_\_\_ Page(s) withheld for the following reason(s): \_\_\_\_\_  
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☒ The following number is to be used for reference regarding these pages:  
265A-NY-259028-SUB-FF2 Document dated 8/13/96

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(06/01/1995)

**FEDERAL BUREAU OF INVESTIGATION**

To: NEW YORK From: NEW YORK

Re: 265A-NY-259028, 08/10/1996

postes

(06/01/1995)

**FEDERAL BUREAU OF INVESTIGATION**

To: NEW YORK From: NEW YORK

Re: 265A-NY-259028, 08/10/1996

referred

[REDACTED]

♦♦



# FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 01/21/97

To: LABORATORY DIVISION -

Attn: SECTION CHIEF RANDALL  
MURCH/SSA [REDACTED] **b7c**

From: [REDACTED]

CALVERTON CP

Contact: 516-369-3313

Approved By: [REDACTED] *KJW*

Drafted By: [REDACTED]

Case ID #: 265A-NY-259028-FF (Pending)

Title: UNSUB;  
EXPLOSION OF TWA 800;  
7/17/96  
AOT-IT-EOD;  
OO: NEW YORK

**Synopsis:** Notification of meeting at Boeing Corporation, Everett, Washington, to review status of Boeing overpressure analysis of B-747 center wing tank

**Details:** On Thursday, February 6, 1997, the Boeing Corporation will hold a meeting to review the status of Boeing overpressure analysis of the B-747 center wing tank. The meeting agenda is as follows:

|  |            |
|--|------------|
| Factory Visual (optional - limited number of people can be accommodated) | 8:00-10:00 |
| Official Meeting Start   | 10:00      |
| <b>Overpressure Analysis</b>   |            |
| Introduction/Background  | 1/2-1 hr   |
| Fuel/Air Explosion Physics   | 1 hr       |
| Multi-Cell Compartments (Varied Ignition locations)                      | 1/2-1 hr   |
| Structural Analysis Status   | 1 hr       |

1-ADIC KALLSTROM  
1-SAC O'NEILL  
1-ASAC DOMROE  
1-SSA [REDACTED]  
1-SSA [REDACTED]

1

**b7c**  
ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 4-13-00 BY 98/PC/PVK

100-4438038-205

**FEDERAL BUREAU OF INVESTIGATION**

To: ADIC, NEW YORK From: SA [REDACTED]  
Re: 265A-NY-259028, 08/06/1996

**b7c**

SA [REDACTED] will attend as a representative from New York. SA [REDACTED] a Bureau Aircraft Accident Investigator, is one of two agents working in a liaison capacity with the National Transportation Safety Board (NTSB) and all of the parties participating in the investigation into the cause of the explosion and crash of TWA 800 on July 17, 1996. SA [REDACTED] will travel from the Phoenix Division to attend the above described meeting departing Phoenix late February 5 and returning on the evening of February 6, 1997.

It is requested that a representative from the FBI Laboratory attend the above meeting consistent with previous meetings concerning testing conducted to determine cause of the explosion and crash of TWA 800 July 17, 1997.

It is anticipated that the Boeing Corporation will furnish transportation to the meeting site in Everett, Washington from a hotel location near the Seattle-Tacoma International Airport. This information will be provided when it is obtained.



FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C. 20535

Date: April 25, 1997

To: ADIC, New York.

FBI File No. 265A-NY-259028

Lab No. 61114052 S AD HK  
70207064 S AD HK  
70224039 S AD HK

Reference: Your communications dated February 6 and 19, 1997

Your No. 265A-NY-259028

Re: UNSUBS;  
EXPLOSION OF TWA FLIGHT 800;  
AOT-IT-EOD

Specimens received: February 7 and 24, 1997

Specimens received February 7, 1997 under cover of communication dated February 6, 1997 (70207064 S AD HK):

Q128 One piece of splatter material (your item #MM1 CW-504 LBL-104)  
Q129 One piece of splatter material (your item #MM3 CW-504 LBL-106.72)  
Q130 One piece of splatter material (your item #MM4 CW-504 LBL-106)  
Q131 One piece of splatter material (your item #MM5 CW-114)  
NE8 One blade

Page 1

265A-NY-259028-SUB FF-2

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| SEARCHED       | INDEXED |
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| (over)         |         |
| FBI - NEW YORK |         |

4-13-00  
CLASSIFIED BY: 60910/01  
REASON: 1.5 (c)  
DECLASSIFY ON: X

**SECRET**

This Report Is Furnished For Official Use Only WHERE SHOWN OTHERWISE

912,063

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED EXCEPT  
WHERE SHOWN OTHERWISE

Specimens received February 24, 1997 under cover of communication dated February 19, 1997 (70224039 S AD HK):

- K3 One sample of fiberglass like material taken from floor board (your item #57-1)
- K4 One sample of foam like material taken from floor board (your item #57-2)
- K5 One sample of fiberglass like material taken from air duct (your item #59-1)
- K6 One sample of foam like material taken from air duct (your item #59-2)
- K7 One sample of fiberglass like material taken from air duct (your item #61-1)
- K8 One sample of foam like material taken from air duct (your item #61-2)

Results of Examination:

GENERAL INFORMATION:

This report provides the results of examinations conducted in the Chemistry Unit on specimens Q110 - Q116, Q128 - Q131, K3 - K8.

For a complete listing of specimens and the results of previous examinations please refer to previous report dated 3/26/97 (Lab. #60723031 S AD AR, 60730006 S AD RU, 60730007 S AD RU, 60806002 S AD ZG, 60909001 S AD AR RU, 61118011 S AD HJ, 61127057 S AD HK, 60727032 S AD AR, 60728031 S AD AR, 60804032 S AD AR, 60817031 S AD AR, 60818061 S AD AR, 60830005 S AD AR, 60912038 S AD AR, 61007055 S AD AR).

Examinations are continuing on Q25 - Q81 and Q109 in the Special Photography Unit. You will be advised of the results of these examinations in a separate report.

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CHEMICAL ANALYSES:

Specimens Q110 - Q116 were examined microscopically. Red material and amber material from specimen Q110 and red material from specimen Q111 were further examined instrumentally, including Fourier Transform Infrared Spectroscopy, Pyrolysis-Gas Chromatography/Mass Spectrometry, and Scanning Electron Microscopy. [REDACTED] The materials from Q110 and Q111 are consistent with a chlorinated, polymeric material, commonly used as a contact adhesive. Based upon the comparison examinations conducted, with noted differences, specimens Q110 - Q116 are consistent with a common origin. b1

Specimens Q128 - Q131 (FBI Laboratory #70207064) and specimens K3 - K8 (FBI Laboratory #70224039) were examined microscopically. Specimens Q128 - Q131 and specimens K6 and K8 were further examined instrumentally with Pyrolysis-Gas Chromatography/Mass Spectrometry and Fourier Transform Infrared Spectroscopy. Based upon the comparison examinations conducted, specimens Q128 - Q131 are consistent with having originated from the sources represented by K6 and K8, or a similar source.

Specimens K3, K5, K6 and K7 (70224039) ostensibly represent construction products that utilize fiber glass fabrics. These fabrics generally consist of woven and non-woven bundles of continuous-filament glass fibers. Specimens Q128 - Q131 (70207064) also contain continuous-filament glass fibers, but they cannot be specifically associated with specimens K3, K5, K6 and K7. The small size, limited amounts, and the altered and adulterated nature of specimens Q128 - Q131 preclude any further comparison.

DISPOSITION OF SPECIMENS:

The submitted specimens referenced in the above analyses will be returned to your office under separate cover via registered mail or equivalent.

~~SECRET~~

# FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 12/08/1997

To: New York

Attn: ADIC JAMES KALLSTROM  
SAC JOHN O'NEILL  
ASAC PASQUALE DAMURO  
SSA [REDACTED]  
SA [REDACTED]  
DET [REDACTED]

b7C

From: New York

FBI Command Post, Calverton, New York

Contact: SA [REDACTED]

Approved By: [REDACTED] SSRA [Signature]

Drafted By: [REDACTED] pfr

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);  
EXPLOSION OF TWA 800;  
7/17/96  
AOT-IT-EOD;  
00: NEW YORK

Synopsis: Incorporates the 185 items of 1B evidence submitted for laboratory analysis in the investigation of TWA Flight 800 into the case file.

Enclosures: Enclosed are folders documenting the identification, movement and analytical results of 185 items of 1B evidence submitted for laboratory analysis.

Details: A total of 185 items (items #1-#185) of 1B evidence were submitted for metallurgical and chemical analysis during the course of the investigation. The 1B numbers assigned to the 185 items of evidence submitted for analysis range from 1B9, the first item of evidence, through 1B 586 for items 184 and 185.

The laboratories that examined the 185 items of 1B evidence include FBI, NTSB, Brookhaven, DIA and Boeing.

Each enclosed folder for the 185 items of 1B evidence submitted for laboratory analysis contains photographs, electronic communications documenting the movement of the evidence, laboratory results and the FD-192 (green sheet).

Each folder provides a complete history of each item of evidence and should be made a permanent part of the case file 265A-NY-259028.

(X)  
TC

265A-NY-259028-SUB FF<sub>2</sub>

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| SEARCHED       | INDEXED |
| SERIALIZED     | FILED   |
| DEC 11 1997    |         |
| FBI - NEW YORK |         |

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ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 4-13-00 BY SP5/SC/PLB

(06/01/1995)

**FEDERAL BUREAU OF INVESTIGATION**

To: NEW YORK From: NEW YORK

Re: 265A-NY-259028, 08/10/1996

[REDACTED]

[REDACTED]

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**FEDERAL BUREAU OF INVESTIGATION  
FOIPA  
DELETED PAGE INFORMATION SHEET**

7 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- ☐ Deletions were made pursuant to the exemptions indicated below with no segregable material available for release to you.

Section 552

Section 552a

☐ (b)(1)

☐ (b)(7)(A)

☐ (d)(5)

☐ (b)(2)

☐ (b)(7)(B)

☐ (j)(2)

☐ (b)(3)

☐ (b)(7)(C)

☐ (k)(1)

☐ (b)(7)(D)

☐ (k)(2)

☐ (b)(7)(E)

☐ (k)(3)

☐ (b)(7)(F)

☐ (k)(4)

☐ (b)(4)

☐ (b)(8)

☐ (k)(5)

☐ (b)(5)

☐ (b)(9)

☐ (k)(6)

☐ (b)(6)

☐ (k)(7)

- ☐ Information pertained only to a third party with no reference to the subject of your request or the subject of your request is listed in the title only.
- ☒ Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

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- ☒ The following number is to be used for reference regarding these pages:

265A-NY-259028- Document dated 12 November 1996

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